VOLUME IV NUMBER 33

"News, Not Monthly History"

August 31, 1967

CYCLE NEWS

25¢

What's Mr. Crazy got that the Hell's Angels haven't?

see page 4

LATE NEWS FLASH: NEW BONNEVILLE RECORDS (PAGE 16)

Determination and drive brought Jim Nicholson his first Ascot Main Event victory last Friday night, aboard the Joe Dudek Triumph. — Photo by Dennis Greene.

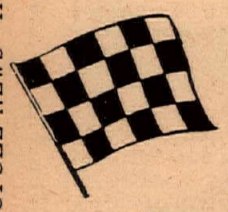
CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CYCLE NEWS says

LET'S GO TO THE RACES

CALENDAR OF EVENTS



RACING- IT MAKES THE WORLD BETTER

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

Sept. 2 Ascot T.T.
8 Ascot Nov. ½ Mile (Natl. Qual.)
9 Ascot 8 Mile National

Oct. 7 Ascot T.T.

Nov. 4 Ascot T.T.
10 Ascot ½ Mile (final)

AMA NATIONAL CHAMPIONSHIPS

Sept. 3 — 7-Mile Dirt Track, San Jose, Calif.

Sept 9 — 8-mile Dirt Track, Ascot Park, Gardena, Calif.

Sept 16-17 — 24-Hour Marathon, St. Louis, Missouri.

Sept. 17 — 150-Mile Enduro, Schuyler City, New York.

Sept. 17 — 25-Mile Dirt Track, Sacramento, Calif.

Sept 24 — 75-Mile Road Race, Carlsbad, Calif.

Oct. 1 — 9-Mile Dirt Track, Oklahoma City, Oklahoma.

Oct. 1 — 135-Mile Enduro, Camden, New Jersey.

Oct. 8 — 100-Mile Enduro, Busti, New York.

Oct. 15 — 200-Mile Enduro, Old Mines, Missouri.

Oct. 15 — Sportsman Road Race, Miami, Florida

NORTHWEST M.C. ASSN CALENDAR

September
3 — Scrambles, Port Angeles, Wash Olympic Pen. M.C.
10 — Ham Scrambles, Greater Seattle M.C.
17 — Road Race, Pacific Raceways, Seafair City M.C.
17 — Scrambles, Shelton, Wash. Shelton Trailblazers M.C.
17 — Tire Climb, Bellingham, Mt. Baker M.C.
17 — Indoor Sportsman Race, Bay View, Wash.
24 — Tire Climb, Jolly Rogers M.C.
24 Brush Poker Run, Everett M.C.
24 — Scrambles, Castle Rock, Wash. Mt. St. Helens. M.C.
24 — Indoor Sportsman Race, Bay View, Wash.

SCHEDULE OF AMA EVENTS FOR WISC., MINN., IOWA, MICH.

Aug. 27 —3 Star ¼ mile, West Union, Iowa. Day.
(Contact John Miller, 1713 Vahlen St., Madison, Wisc. 53704 for more info. Phone: 244-5847)

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

Sept. 3 T.T. Ind. State Champ. Logansport, Indiana
Sept. 24 T.T. Mt. Meridan, Indiana
Oct. 8 T.T. Mt. Meridan, Indiana

JACK KONLE SUCCUMBS

The motorcycle fraternity was shocked and saddened last week by the sudden death of Jack Konle, professional Expert #41x of Granada Hills.

Jack, the younger brother of Mike Konle, Expert #89x, was stricken while driving to work, collapsed and died of undetermined causes.

The loss of Jack Konle — always a strong contender, true enthusiast, and one of the best-likedriders ever to grace the competition scene — will leave an unfillable gap in the racing ranks and in the hearts of his countless friends. All sympathy is extended to Jack's family in their bereavement.

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY TUESDAY NIGHT

A.C.A. SANCTIONED SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50, children 8 and under free. 100cc & 250cc, races start at 8 p.m. at Trojan Speedway, located corner Long Beach Freeway and Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance.

EVERY WEDNESDAY NIGHT

ACA SHORT TRACK RACING, Orange County Speedway, 100cc, 250cc and Open. Class A rules for Open Class. First event begins 8:00 p.m. Qualifying 7:00 p.m., pit gates open 6:30 p.m. To reach Orange County Speedway, take Santa Ana Fwy. to Laguna Canyon off-ramp, make left turn at first street, Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

A.C.A. SANCTIONED T.T. RACES at new Trojan Speedway, two classes 100cc & 250cc. Professional. Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time 8:15 p.m. Adm. $1.50. See directions under Tues. night short track.

EVERY FRIDAY NIGHT

AMA CLASS C HALF MILE. Every Friday, Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

SCRAMBLES at HAYWARD SPEEDWAY sponsored by Hayward Motorcycle Club A.M.A. sanctioned. No phone entries will be accepted, class "C" tires only, no knobbies. All AMA classes, except women's events, all number plates must be legal size, signup: 4:00 until 6:00 p.m. Practice: 4:30 p.m. to 6:30 p.m. 1st race at 7:30 p.m. for further information call: Mel Selby (415) 783-9922.

TT RACING at Perris Park. Off Hwy. 74 near Perris, Calif. Gates open 6 p.m., entries close, practice starts 7:30, races 8 p.m. $1.25 admission, $2 to ride. 150 entries maximum. 4 hour show.

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

EVERY SATURDAY

BAY MARE TT SCRAMBLES, off Hwy. 118 between Somis and Moorpark. Races start 1 p.m., track opens for practice 9 a.m.

EVERY SATURDAY, JULY 8—SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654—9972 or 253—5782 or 695—7891.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY SUNDAY

TT RACES at Bay Mare Track. Directions: Off Hwy 118 between Hwy 34 and Moor Park, California. 20 minutes from Hollywood. Call (213) 421-3629.

SANTA FE SHORT TRACK NATIONAL RAINED OUT FRIDAY, AUG. 18 — RAIN DATE WED., AUG. 23 — FULL RESULTS NEXT WEEK.

FRIDAY, AUGUST 25th

ONE-MILE CLASS C AMA RACE at State Fairgrounds, Sedalia, Mo. Time Trials 1 p.m., races 2 p.m. For info contact Scanlon's Promotions, 3001 N. 9th St., St. Joseph, Mo.

SATURDAY, AUGUST 26th

SIXTH ANNUAL OREGON STATE TT SCRAMBLES at Josephine County Fairgrounds, Grants Pass, Ore. by Rogue Valley Riders M.C. AMA sanc. sportsman event. $1000 worth of trophies, Class C equipment required. Entry $2.00 (riders' wives and children free). Signup 4-9 p.m. Aug. 25, 8a.m.-12:30 p.m. Aug. 26. Heats at 1 p.m., mains 8 p.m. For info call (503) 476-2180 or (503) 476-4018.

SPORTSMAN HILLCLIMB presented by Centralia Mud-Slingers M.C. of Centralia, Wash. AMA sanc., $1.00 donation. Six classes, 19 trophies. Follow signs from freeway at Centralia/Tenino exit.

RRC DUAL BENEFIT RUN & RALLY starts at ABC Union Store on Central Ave., 1 block north of San Bernardino Fwy. in Montclair. Help pay motorcyclist's $10,000 hospital bill. 4:30-6:30 p.m., country hoe-down music at finish. Also benefits L.A. Times needy children summer camp program. TV coverage, 16 trophies.

AUGUST 26 & 27

DIST. 37 GRAND PRIX — Desert and Scrambles points. Lightweights Sat., big bikes Sun. First race 8 a.m. both days. Camp overnight. Entertainment Sat. Nite. Dancing. New course at Bay Mare, limed from 3 mi. west of Moor Park on Hwy. 118. For info. (213) 894-2093.

SUNDAY, AUGUST 27th

TT SCRAMBLES by the Mesa M.C. at Dehesa. (This race was originally scheduled for Mesa Speedway, but was changed due to construction. From San Diego go east on Hwy. to Harbison Canyon Rd., then follow signs. Practice at 10:00 a.m., racing starts at noon.

ENGLISH TRIALS presented by Sage-Hoppers M.C. at Encinitas. Family fun, all riders welcome, AMA sanc. Lunch wagon and toilet facilities. Three bikes make a class, no practice, start at 10:30 a.m. Limed from Interstate 5, Encinitas, and San Marcos Rd. For more info call Bob Gooding 753-2907.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Nov., Ama., Exp. will run for 40% of the gate. AMA sanc., first race at 6 p.m.

ACA MOTO CROSS brand new track located at Forst Ranch on Hwy. 99 approximately 1½ miles north of the Los Angeles Honor Farm on the west side of the Hwy. going toward Bakersfield. European type moto cross, concessions & toilet facilities will be available. Admission: $1.50, riders entry $3.00. Riders medical insurance provided as well as ambulance service. Practice 10:00, first event 1?:30. All classes 100cc thru open.

HALF-MILE CLASS C AMA RACE at State Fairgrounds, Sedalia, Mo. Time trials 7 p.m., races at 8 p.m. Contact Scanlon's Promotions, 3001 N. 9th St., St. Joseph, Mo. for more info.

SIXTH ANNUAL SCRAMBLES by Salinas Ramblers and Salinas Elks Lodge for benefit of Elks' Cerebral Palsy Fund. No classes under 200cc, 6 make a class. Race time 11 a.m., practice 7:30-10:30 a.m., signup closes 10:30 a.m. Man Mile Trophy, best appearing rider and machine trophy, 4-ft. high trophy for 40" class winner. Entry $2.00 for riders and pitmen. Donation $1.50, under 12 free. Added attraction sidecar race. Refreshments.

SUNNY VALLEY TT SCRAMBLES CHAMPIONSHIP at Sunny Valley Speedway, 14 mi. north of Grants Pass, Ore. Practice 11:30 a.m. to 12:30 p.m., race time 1 p.m. Entry $2.00, pitmen $1.00, riders wives and children free. Minors must be accompanied by adult to sign release. For info on additional races contact Sunny Valley Speedway, 420 Crestview Loop, Grants Pass, Ore. 97526.

THURSDAY, AUGUST 31st

SHORT TRACK — J.C. Agajanian promotes, AMA sanct. at Antelope Valley Fairgrounds, Lancaster, Calif. $600. purse. Pits open 5 p.m., time trials 6 p.m., Races start 8 p.m.

SO. CALIF. TRIALS ASSN. MEETING at SCTA Headquarters, 4707 W. 164th St., Lawndale. Time is 7:30 p.m. Movies will be shown and refreshments served. This is an open meeting so bring your wife along if you want.

SEPTEMBER 2, 3 & 4th

3rd ANNUAL BIG SUR RUN presented by Loners M.C. Camping, trail riding, swimming, hiking, general fun. Take Hwy. 1 north, limed from about 10 miles north of San Simeon.

11th ANNUAL PINE CONE RUN. Call (213) 442-4791 for more info.

SATURDAY, SEPTEMBER 2nd

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

SUNDAY, SEPTEMBER 3rd

7 MILE AMA NATIONAL CHAMPIONSHIP at Santa Clara County Fairgrounds in San Jose, Calif. Amateurs and Experts only on the half-mile. Pit gates open at 8 a.m. Practice at 9 a.m. Time Trials at 11:30 a.m. First race at 2:30 p.m. Barkheimer-Murrell promoters.

DEADMAN'S POINT EUROPEAN SCRAMBLES by Desert Challengers M.C. No affiliation required, 3 separate 1-hr. races, approx. 30 miles. Entry $3.00, trophies to 40% of entries. 10:00 a.m. trail bikes, 11:15 a.m. small bikes, 12:30 p.m. big bikes. Genuine old Western village, campgrounds, picnic area, course 100% visible to spectators. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to Hwy. 28 in Apple Valley, and you're there.

HARE SCRAMBLES-TRAIL BIKE BONANZA, Frank "Wheelie" Wheeler presents Holiday Hill Hare Scrambles in the scenic relatively dust-free Holiday foothills. Plenty of trophies, the kind you can be proud of. Lots of good riding. Come on out and support the largest growing class in sportsman racing. No affiliation necessary. 10 a.m. start, limed from Rosamond & Sierra Hwy (14). For info call Frank at WH 2-0155 or Ron Burpo 259-9550.

AFM ROAD RACE, Calif. GP Championship sponsored by Los Angeles chapter, at Antelope Valley Raceway, at junction of Pearblossom Hwy. (off Hwy. 14) and Hwy. 138. GP machines, production bikes, sidecars. Admission $2.00, practice 10 a.m., first race 1 p.m.

SEPTEMBER 3rd & 4th

2nd ANNUAL 24-HOUR ENDURO at Thornton, Colorado. Presented by The Wheels Inc., trophies for all classes plus 50% of the gate to winners. Only event of its kind in U.S. Pre-registration required, only 100 bikes accepted, must have lighting epqt. Entries close Aug. 20. Two riders, one machine, 2-hour turns. Entry fee $10 per rider. Contact J.C. Norton, 9461 Lillian In., Thornton, Colo. 80229, phone 287-4583.

ENGLISH TRIALS presented by Southern Calif. Trials Assn. at Canyon Crest area of Riverside, 10:30 a.m. start. Take Riverside Fwy. to Central Ave. turnoff, then follow lime to trials. $2.00 entry. Trophies, trailin', terrific.

MONDAY, SEPTEMBER 4th

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two ten-mile loops. Trophies to 40% of the entries will be presented after the race. Shaded picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

TT SCRAMBLES presented by Ventura County Twin Wheelers, AMA sanc. At northwest corner of Victoria and Channel Islands Blvd. 250-Open signup closes at 12 Noon. Big bike Amateurs and Experts (250cc & up) will run first, Novices later. Not a point run.

FRIDAY, SEPTEMBER 8th

TIME TRIALS & NOVICE SHOW — Ascot Park warms up for the 8-Mile National. Complete Novice program plus big bikes qualifying for the National (See Sept. 9).

SATURDAY, SEPTEMBER 9th

8-MILE NATIONAL CHAMPIONSHIP DIRT TRACK RACE, Ascot Park, 183rd & Vermont, Gardena, Calif.

PACIFIC SOUTHWEST CHAMPIONSHIP Hare & Hound by Victors M[illegible] n April 9 will be shown on [illegible] of Sports" at 5:00 p.m. [illegible] be sure and watch, especially [illegible] here one of the 801 entries.

POSTPONED — WATCH FOR NEW DATE

CANCELLATION

The Tulare ½-mile races under the auspices of C & C Enterprises have been cancelled for the balance of the year. The Tulare race in conjunction with the Visalia Ramblers M.C. and the Tulare fair board in September will be put on. Watch for Announcement!

SUNDAY, SEPTEMBER 10th

OPEN ROAD RACING at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

AFM ROAD RACE, by San Francisco chapter, at Cotati Raceway, Cotati, Calif. All production and Grand Prix classes. Signup closes 10:30 a.m., tech. inspection closes 11 a.m. New course.

CALIF. STATE CHAMPIONSHIP HARE & HOUND sponsored by Shamrock M.C. Starts 10:00 a.m. All cheater will be discriminate against! $4.25 entry fee. Trail bikes ride first loop. Limed from turn-off Red Rock Canyon, 17 miles North of Mojave, California.

SATURDAY, SEPTEMBER 16th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SUNDAY, SEPTEMBER 17th

25-MILE NATIONAL CHAMPIONSHIP DIRT TRACK RACE at Sacramento, Calif. State Fairgrounds. Promoted by J.C. Agajanian. All the stars will be there.

ACA ROAD RACE RIVERSIDE INTERNATIONAL RACEWAY. All classes, G.P. and production, pit gates open at 8:30 a.m.

1st ANNUAL TEHACHAPI MOUNTAIN PARK RIDE, presented by the Married Wheels M.C. Phone for info: (714) 983-2323.

SEPTEMBER 21st – 24th

WORLD ON WHEELS SHOW, sponsored by Chariots of So. Calif. Open to antiques, classic, sports cars, motorcycles, customs, hot rods. Located at the Hollywood Palladium 6215 Sunset Blvd. Hollywood. Entry application may be secured by writing to "A World of Wheels", show committee, P.O. Box 61, Lynwood, Calif.

SATURDAY, SEPTEMBER 23rd

AMA SPORTSMAN ROAD RACE at Carlsbad Raceway, Carlsbad, Calif.

SUNDAY, SEPTEMBER 24th

75-MILE NATIONAL CHAMPIONSHIP ROAD RACE at Carlsbad Raceway, Carlsbad, Calif. promoted by J.C. Agajanian. Novice show a.m., 15-mile Amateur event, 250cc combined event.

CROSS COUNTRY DESERT STYLE sponsored by the Everett M.C. of Everett, Wash. 100 miles of desert riding near Vantage on U.S. Hwy. 10, ½-hour drive east of Ellensberg. Entry fee $3.00 can be sent to Everett M.C., 11314 2nd Pl. West, Everett, Wash. 98201 no later than Sept. 16. Post entries accepted, $5.00. Come Sat. and spend the weekend; camping space, fun and games, trophies galore, AMA sanct.

TT SCRAMBLES presented by Mt. St. Helens M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. Contact Gene Brazier, Box 51, Castle Rock, Wash., for further information.

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Nov., Ama., Exp. will run for 40% of the gate, AMA sanc., first race at 6 p.m.

SATURDAY, SEPTEMBER 30th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

SEPTEMBER 30 & OCTOBER 1st

ENSENADA EL SCRAMBLES GRANDE – 2 days of Mexican Scrambles by the Ensenada M.C. 9th annual event (formerly Ensenada Grand Prix). Lightweights Saturday, Big Bikes Sunday. Pre Entries $4. Mail to Ensenada M.C. c/o Taxco Gift Shop, 498 First Street. Ensenada, Baja California (5¢ stamp). Post Entries $5.

SATURDAY, OCTOBER 1st

SCRAMBLES at Sprockets Park, located at foot of China Grade in Bakersfield, Calif. All Dist. 36 rules enforced. Signup closes at 7 p.m., racing begins at 7:30.

3rd ANNUAL FIELD MEET, presented by Playboys M.C. For info call 325-6596.

SUNDAY, OCTOBER 8th

STEEPLECHASE TT at Capitol Speedway in West Sacramento. Nov., Ama., Exp. will run for 40% of the gate. AMA sanc., first race at 6 p.m.

SATURDAY, OCTOBER 14th

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 452-0287.

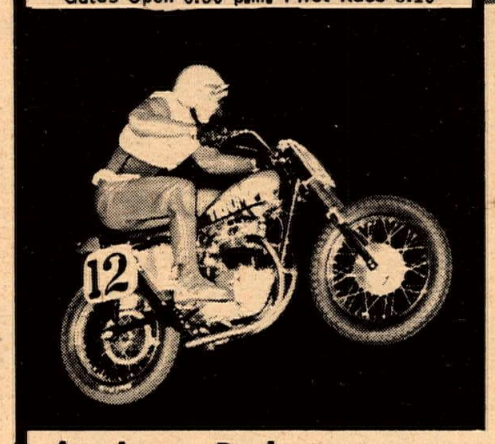
SUNDAY, OCTOBER 15th

AUTUMN TROPHY ROAD RACES at Westwood Racing Circuit, 1.8-mile track 15 miles east of Vancouver, B.C., Canada. Contact Westwood M.C. Racing Club, P.O. Box 91, South Burnaby, B.C., Canada for further info.

JC AGAJANIAN PRESENTS

8 MILE NATIONAL CHAMPIONSHIP SAT. SEPT. 9th

TIME TRIALS & QUALIFYING FRI. SEPT. 8th WITH A COMPLETE NOVICE SHOW.
Gates Open 6:30 p.m. First Race 8:15



FLATTRACK RACING EVERY FRIDAY AMA SANCT.
Racing starts at 8:15 p.m.

T. T. RACING
First Saturday of Every Month
Races Start at 8:15 p.m.

At Ascot Park 183rd & Vermont — Off Harbor Freeway

Don't forget to pick up your choice tickets at one of the addresses before it's too late!

8-Mile National Reserved Seat Tickets now on sale at Ascot and Agajanian Enterprises. Phone 321-5323

Reserved Grandstand..... $5.00
Children up to 12.....$2.50

Unreserved Grandstand...$4.50
Children (8 to 12).....$1.00
(Available Day of Race Only)

FLOYD EMDE CO. M.C.
1302 National Ave.
National City, Calif.
Phone 474-1568

FLOYD EMDE CO. M.C.
929 Columbia St.
San Diego, Calif.
Phone 232-2948

FLOYD EMDE CO. M.C.
5476 El Cajon Blvd.
San Diego, Calif.
Phone 286-1611

SKIP FORDYCE
14th & Main
Riverside, Calif.
Phone 684-4747

ED KRETZ & SON
417 E. Garvey Ave.
Monterey Park, Calif.
Phone CU 3-4277

HARLEY-DAVIDSON MOTORS
501 E. 4th Street
Santa Ana, Calif.
Phone KI 7-5994

SAT. & SUN. NOVEMBER 4 & 5th

ENSENADA POKER TOUR – Spons. by Cycle News. 5-card poker run from Tijuana to Ensenada, 65 miles. Dances, cockfighting, fireworks, fishing derby, motorcycle parade, custom contest, silver souvenir pins to each entrant. Mail name, address and $2.50 for each pre-entry to Cycle News, Box 498, Long Beach, Calif.

NOVEMBER 11th and 12th

DIRT DIGGERS 9th ANNUAL GRAND PRIX and 2nd International Moto Cross. Entries open Sept. 15 and close midnight Oct. 23. Mail entry only. $100.00 post entry fee. All classes. Start position determined by postmark. Limited number. Watch Cycle News for entry address and further details.

TELL THEM YOU SAW IT IN CYCLE NEWS

FRIDAY, DECEMBER 15, 1967

PRIZE PRESENTATION — to winners of Cycle News' annual Machine of Your Dreams contest. Grand Prize and First Prize winner will be notified earlier and will be on hand to accept their "Dream Machines." At Cycle News office, 6477 N. Long Beach Blvd. 7 p.m.

NEW YORK CITY PROCLAIMS 'MOTORCYCLE SAFETY WEEK'

In recognition of the spectacular increase in motorcycle registration, Mayor John V. Lindsay of New York City has proclaimed the week beginning Sunday, August 27 as "Motorcycle Safety Week" in N. Y. C.

Participating in the proclamation proceedings will be Commissioner John Palmer of the city's Dept. of Public Events, Eric Bogedal, President of the Madison Avenue Motorcycle Club, and R.M. Carpenter, public relations official of the American Motorcycle Association.

Coughran Injured at Perris

Charles Coughran, 45, secretary of the Hilltoppers M.C. of Long Beach sustained a concussion last Sunday in a racing accident at Perris Park, near Riverside. Doctors say he has a 10% chance of recovery.

NOTICE TO NON SUBSCRIBERS

Owing to the Labor Day holiday Cycle News issue dated September 14, 1967 may reach your dealer one day late.

ROAD RIDERS RALLY

By Robert O. Fee

The Southern California Road Riders Committee will present a dual Benefit Run and Rally Saturday evening, August 26th.

The run will start at the Union Store parking lot in Montclair, on Central Avenue, 1 block north of the San Bernardino Freeway, Saturday evening between 4:30 and 6:30 p.m. Arrangements for the start are being handled by Committee For Better Motorcycling Chairman, Jack Lindstrum, assisted by the Jaspers M.C.

Help Needed

The first benefit will aid David Pruitt of Chino, California. This young motorcyclist was struck down by an automobile March 23rd, and has been in a coma ever since. His hospital bill now exceeds $10,000. All entry donations of $1.00 will go to his aid.

The 32-mile ride to the finish is simple, uncomplicated and non-freeway. All lightweight bikes are invited to participate.

The Woody Quartet will provide old fashioned country hoe-down music from 7:30 till 9 p.m. at the rally in Alhambra. At 9 p.m. the RRC will present the Los Angeles Times Summer Camp Fund a check for $200 to send five needy children to summer camp. Following that award, trophies will be presented to the lucky winners whose names are drawn from the entries.

For those riders desiring to make individual or club donations to the Camp Fund, the Los Angeles Times will publish the names of all donors of $1.00 or more.

... from $49.95 (U-Build'um Kit) Several Models — None over $189.50! Send 25c for latest information and Free Decal. 130-page Catalog — $1.

STEEN'S POWER PARTS SPORT CENTER box 2276 alhambra 55, california 91803

7-MILE AT SAN JOSE STARTS STRING OF CALIF. NATIONALS

Leadoff event for a full month of National Championship races in California will be the 7-Mile National at San Jose on Sunday afternoon, September 3.

With the tightest point race in many a season to insure that all the country's top-ranked riders will be on hand, promoters Bob Barkhimer and Harold Murrell expect a record crowd of entries as well as spectators.

Local professional AMA riders have been high in their praise of the San Jose track in recent non-national events, and are looking forward to doing battle with the invaders from the east.

Racing on the half-mile dirt oval at Santa Clara County Fairgrounds will begin at 2:00 p.m., Sunday, September 3rd. Morning practice and time trials will precede the 7-Miler, so a full day's action is assured.

DISTRICT 37 GRAND PRIX, August 26-27, AT BAY MARE

By Maureen Lee

Running for two days, this weekend, will be the annual District 37-sponsored event and this year it's a Grand Prix, using part of the Bay Mare track plus extra terrain.

Desert and scrambles riders will run together in one hour long races and we'll bet our bottom dollar that that will create some real action when the top riders in each category meet, added to the fact that the scrambles brigade aren't used to riding for that length of time!

Points will be paid whether you are a desert rider or a scrambler according to your finishing position so it's a chance for some extra points while finding out how the other half of the District goes. As the bikes will consist of both desert and scrambles rigs, the rule of ball-end levers and folding footpegs has been waived for the two days.

Lightweights will run on Saturday, big bikes on Sunday.

After Saturday's races are over, there'll be an Amateur Talent Show in the campgrounds with cash prizes running from 7 'til 9, so if you can do anything entertaining, sign up! But even if you can't, it'll be a ball finding out that some guy you've known for years on the track can play the banjo or sing like a nightingale. Following the show, you still won't want to find that sleeping bag because then the live band tunes up and you can dance until 2 o'clock with the concession stand open until that time.

So...if you want a real weekend of fun including some good challenging riding, we'll see you at Bay Mare! Limed from 3 miles west of Moorpart on Hwy. 118.

LEARN HOW TO WIN!

Sept. 3rd

SIGN UP NOW for the next Southern Calif. Scrambles Academy at Perris Recreation Park.
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GUEST EDITORIAL

A RIDER SPEAKS OUT

I read with interest, in the August 17 issue of Cycle News, an article by Mr. Bob Schwartz wherein he advocated a national organization be set up to protect the motorcycling organizations from unfair and hastily contrived legislation.

I have had this in mind for some time and felt that something should be done in this regard. The question of who would "bell the cat" is another matter. A rider of many years and a member of AMA but a few, I have noted with much dismay, the complete disorganization at many many MC events, despite the efforts of a few to make things run smoothly. I like, among other events, Poker Runs but the best of these are mass confusion. This is in no way a slur on the hard-working club members who put these on. It just seems as if the average rider doesn't give a damn unless it happens to be his club that is putting on the run. Without the efforts of Bill Miller and others who are dedicated, nothing would ever get straightened out. Bill has solved many a problem and kept things running smoothly.

Nevertheless, we have a national organization and district organizations that should be the ones to help. I like what the AMA stands for but I am not impressed with the representation we get. We have many fine members in all areas who do more for us than the whole national organization put together. People like William Bagnall, Gordon Jennings, Earl Flanders just to mention a few. I was amazed when I first made application to AMA to find out that the membership fee was a mere two dollars. After a while I felt that two bucks worth was all I got.

I spend around four dollars a month on motorcycle publications just to keep up with the latest news and do a little armchair riding. Rich I'm not, but I'd pay, and gladly, an extra few dollars per year to the AMA for the privilege of having their officials do a little lobbying in my behalf. I know this will make a lot of people scream. The idea of something going up in price doesn't make anyone happy. But just think, two dollars per member, all over the United States adds up to a lot of financial power in our behalf, and there are dozens of ways to do it.

Outside of each AMA member paying an extra two dollars, and I use this figure as an example only, the clubs can, during their membership drives, give up one of their weekly beer-busts and afford the extra money for all of the members. Dealers can be encouraged to subscribe to a fund to aid the AMA lobbyists and thereby do themselves a lot of good in the way of favorable publicity and in increased sales when people find out that they can buy a motorcycle and not have to load it with a lot of useless safety devices that the misguided lawmakers of our country have saddled us with.

Mr. Schwartz mentioned the fact that promoters of sanctioned AMA events should set aside a fraction of their profits for this fund. This should be the case. I don't feel that promoters are bloodsuckers; they are entitled to their help. Motorcycle riders of all varieties are the ones who are responsible for their bank balances. I might note here that there is no pun intended toward the few promoters who have gone bust, but you can't have one-hundred percent success in anything.

Mr. Schwartz has the right idea and I second his motion. If we can't accomplish this on a national basis, let's do it by state, district or county just as long as we get the job done. If I had the time, I'd be glad to be the one to do a little lobbying. At this time, the best I can do is to keep writing to my senators and other representatives and ask their help.

If this thing gets off the ground, just let me know where to send my two bucks (or more) and you've got it.

R.J. HAECKEL
14752 Candeda Place
Tustin, Calif. 92680

BY CHUCK CLAYTON

WHAT HAS MISTER CRAZY GOT THAT THE HELLS ANGELS HAVEN'T?

"The way you ride, they ought to call you crazy" someone said to Jim Nicholson last Friday night.

"Then call me MISTER Crazy," Number 28 Expert responded, with a frown and a grin and a wink and a squint. Then he went out and won the Main Event.

It was crazy. Even the Ascot insiders, who, if they could spot merit in horseflesh as well as they recognize it in men, would become rich at the parimutuel windows, were surprised.

Across the street a new Hells Angels picture was playing to a capacity crowd. A gang of psuedo outlaw kids on choppers were turned away from the movie and decided to try at the Ascot box office. They'd been met at the gate by more police cars than Evel Kneivel could jump.

Did they know that their choppers were actually clown versions of speedway machines? Even their sleeveless jean jackets are but awkward copies of the racing jumper. The tall sissy bars are the extreme evolvement of old-time racing grab handles. Likewise the skinny tires and tiny tanks, consciously or unconsciously were copied from the speedway bikes. Or at least so Von Dutch says, and he should know. The kids' machines are neither heroic nor prosaic but, like their minds, are a confusion of half-understood symbols and misplaced reality.

Reality is happening on the track, where there are no brakes, no rules, and apparently no limits. Men who are not afraid to test their courage against the risk of nothingness come to Ascot to merit respect. They don't make movies and they don't sing songs about them.

So Nicholson's deeds will probably go unsung in popular mythology. But the crowd who saw it that night will always remember that they participated in a historic race. Each time on the track Nicholson evolves a new technique, weekly adding to his bag of tricks, constantly improving his racing style.

He has been described as riding like "a sloppy Bart Markel." With his carom drives off the crashwall and his elbowing insistence that compels rivals to let him pass, "Mr. Crazy" does resemble the early Markel. The control is there.

Contrast the desolate "outlaws" with their hungry need for disapproval. Has any of them what it takes to make an Ascot Main Event? We doubt it.

It is no easy matter to put back the best racers in the land when the big money goes to the winner. On the track anything goes. They can put you in the wall or run over you. They can "psyche you out." Last season Nicholson had a clash with the crashwall and spent the rest of the year in Topanga thinking about it. A lot of people said he wouldn't be back, but he surprised them then, too.

Doesn't Look Back

After spending the early part of this season making a Velocette perform like it never should, Nicholson was given a better ride on the Joe Dudek Triumph. Pulling a toothy gear, he gets off the line rather slow. Once under way, he rides an orbit all his own, farther out from the pole than Ascot considers prudent. He seems to head straight for the crashwall but squares it off in the nick of time to shoot across the bows of opposing riders while they blink in disbelief. Cameras flash, women scream, race fans simply shake their heads saying "crazy."

At 23, Nicholson is just coming into his powers. He never looks back, as champion Joe Leonard advised him, "except when you try something new, then look back to see how much you gained by it."

By contrast, his opponents stare behind them as long as Mr. Crazy is there. He'll be there again next Friday night, too. You really ought to be there to see it. Ascot Park, corner of the Harbor and the San Diego Freeways, in South L.A.

Voices

DISTRICT DILEMMA

Went to Oxnard, California the weekend of August 6, 1967, to ride in the A.M.A. sanctioned T.T. scrambles held at their annual Sports Festival. Being a Northern rider, District 36-A, and an avid reader of Cycle News, I was very anxious to ride in a District where men, competition, expertese, and thoroughness are unparalleled. May I say now that I was not disappointed nor unimpressed.

You boys in District 37 really know how to put on an event. Good publicity drew riders from everywhere. As we drove our panel truck up to tech inspection we were ready for the advertised "stringent going-over." And I quote, without looking at the bikes, "Got folding footpegs?" "Yep." "O.K." Very impressive.

At the sign-up booth my friend and I were grateful for the speed and efficiency with which the normal formalities were dispensed with, and soon found that it only cost a dollar to sign up in any class one's heart desired. Saturday night's professional Novice T.T. winner at Ascot had his big chance to prove his win was no fluke – against 250cc Novice Sportsman. He (and others) showed a lot of class and I must say, impressed me a whole bunch.

Especially good spectator and pit control kept spectators and riders from entanglements as all the "competition scooters" were tested in "all-out-see-I'm-faster-than-you-in-a-straight-line-through-the-pits-and-in-front-of-the-spectators-events." A rare treat for me indeed; first time I've ever seen a bike in the pits break its front axle and dump its rider on his nose "for no apparent reason."

Invigorating is the only word for Twin-Wheeler hospitality, nay, exhilarating is a better one. From concession stand and pick-up bed alike flowed the good spirits of certain well-known beverage manufacturers, producing in the pits a kind of brotherhood, a sense of security and virility not far afield from the produced in a "beer party" atmosphere. My only gripe was that jovial Joe-the-ambulance-driver rated Coors while some of the riders in the pits had to settle for Brew 102. Where was the A.M.A. and my annual $2.00 membership fee in this crisis of discrimination?

Sadly all good things must come to an end; you guys in 37 are lucky, I have to return to my own 36-A where we have hard-nose officials who insist on certain bare essentials designed to save life and limb and believe in the ten points so aptly deliniated in "Spirit of a Champion" Cycle News, Vol. IV, No. 26, Pg. 4, July 13, 1967.

A large sample of District 37 riders and officials succeeded in at least one objective, making motorcycle racing in Southern California a real spectator sport, because that is exactly what it was – a spectacle.

Regretfully impressed,
HOWARD G. GRISHAM
San Luis Obispo

("Your complaints are well taken, sir, but we suggest you direct them toward your own officials, since the Oxnard races were held in District 36-A, not District 37.")

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CYCLE HOUNDS IN THE PERRIS SUN

SPORTSMEN M.C. THROW A SWELL--TERING SCRAMBLES

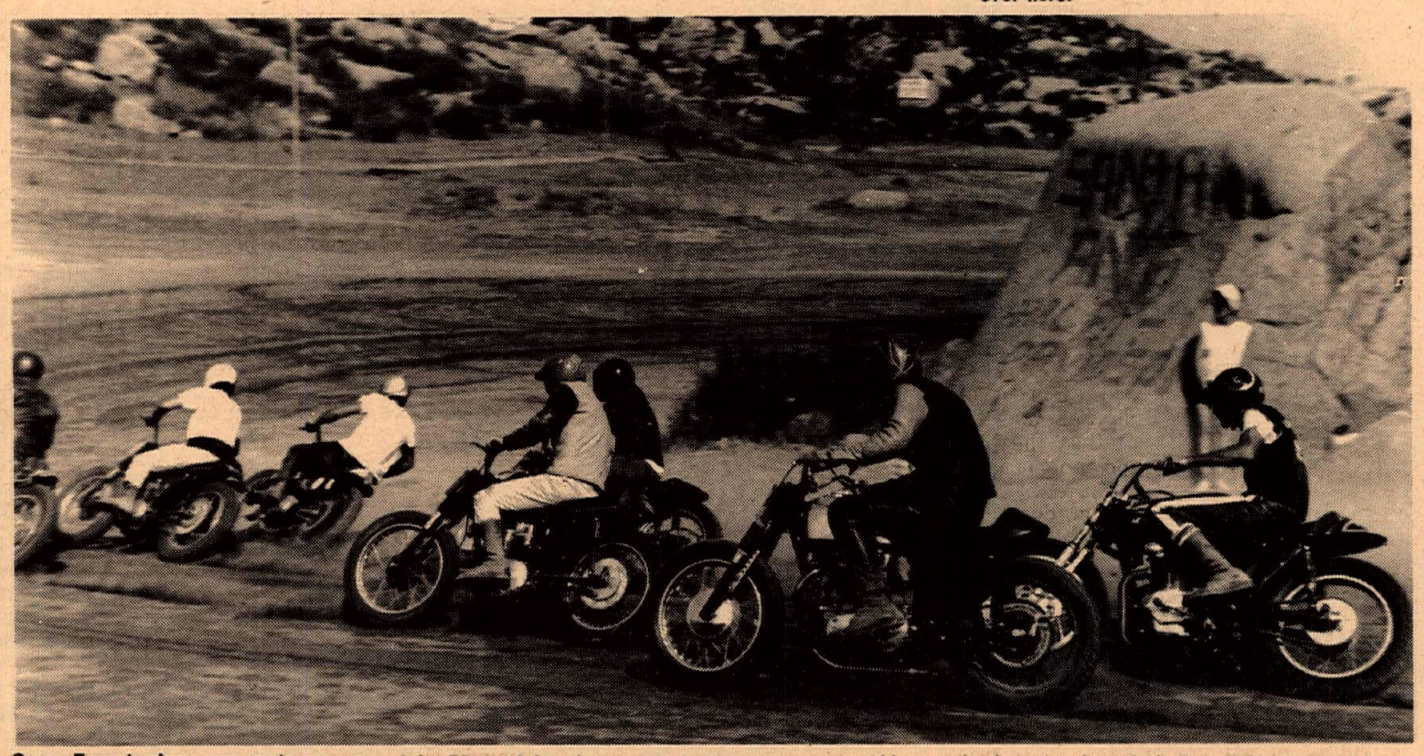
Would you believe that there were people out in the sun wearing hot leather clothes and helmets last Sunday at Perris? Even the rocks were scalding, but thanks to a light breeze off the nearby lake and the shade trees that track owner Jerry Burton has kindly provided, it wasn't unbearable.

The Sportsmen M.C., sponsors of the District 37 points race, stood their posts like soldiers, risking 3rd degree sunburn.

The littlebike riders split for the beaches as soon as their events were run, leaving the big bikers to sweat it out. It is said that the track was well watered during each race by the perspiration dripping off the participants.

Lights are up at Perris now for the growingly popular night scrambles. Both Elsinore and Perris tracks offer Saturday night non-points races, practically across the street from each other. It is probably only a matter of time before the District sanctions a points race at night. Perhaps, to accommodate all the entries, lightweights could race at one track and big bikes at the other. *(Results on page 16).*

Waiting for their chance to get on the track and stir up a little breeze. Hey, spray that water over here!



Open Expert class ran moto-crosses. John Rice (right) dropped it in this turn, worked his way back up to place 2nd. Ben Fakkeldy was the King of the day.

Gary Geyer (755) outclassed the 500cc Novices by a wide margin. Won't be long before he graduates to Amateur, at that rate.

HOW DOES HE DO IT ?

BELLINGHAM, WASH. SHORT TRACK
August 5, 1967
Trophy Dash
1st BOB BUDSCHAT DUCATI 250
2nd BILL MC DANIELS DUCATI 250
HAL WELCH BULTACO

A Main Event
1st BOB BUDSCHAT DUCATI 250
2nd BOB STRODE DUCATI 250
3rd RON HOPPE DUCATI 250

MIKE STERLING BULTACO
DAN CHARLSTON HARLEY-DAVIDSON
CHRIS HANSEN HARLEY-DAVIDSON

(5 out of 8 in the A Main were Ducati mounted)

August 12, 1967
Trophy Dash
1st BOB BUDSCHAT DUCATI 250

CHRIS HANSEN HARLEY-DAVIDSON
LOREN HUBBARD SUZUKI

B Main Event
1st BILL MC DANIELS DUCATI 250

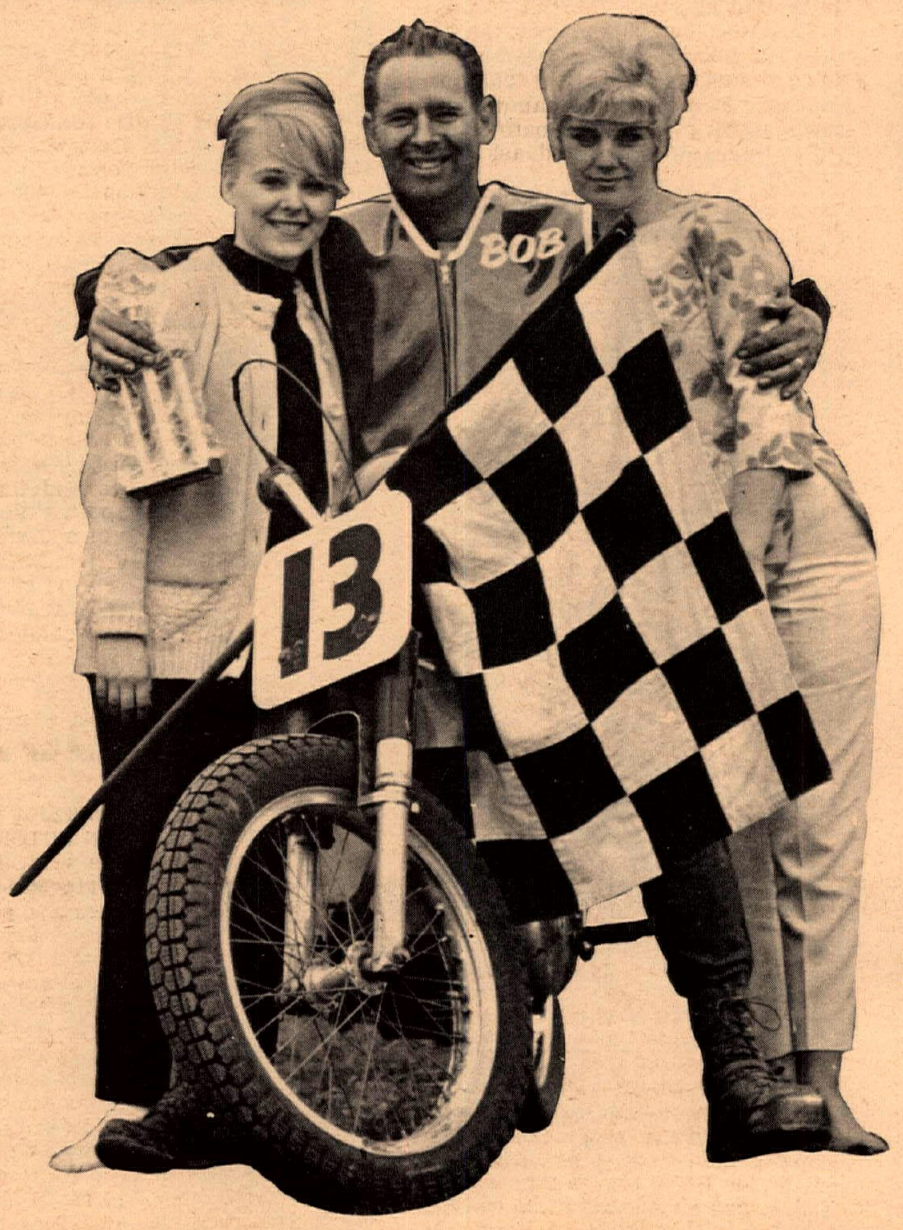
DICK WALLER BULTACO
DAYTON McKENZIE DUCATI
MACK ANDERBERG HONDA

(5 out of 7 were Ducati mounted)

A Main Event
1st BOB BUDSCHAT DUCATI 250
2nd BOB STRODE DUCATI 250
3rd DALE COTTRELL DUCATI 250

HAL WELCH BULTACO
DAN HOLTON HONDA
MIKE STERRING BULTACO
BUTCH HARWOOD DUCATI

(4 out of 7 in the A Main were Ducati mounted)



Big winner at Bellingham two weeks in a row was Ducati mounted Bob Budschat, here flanked by trophy queens Judy Stering and Pam Bowden.

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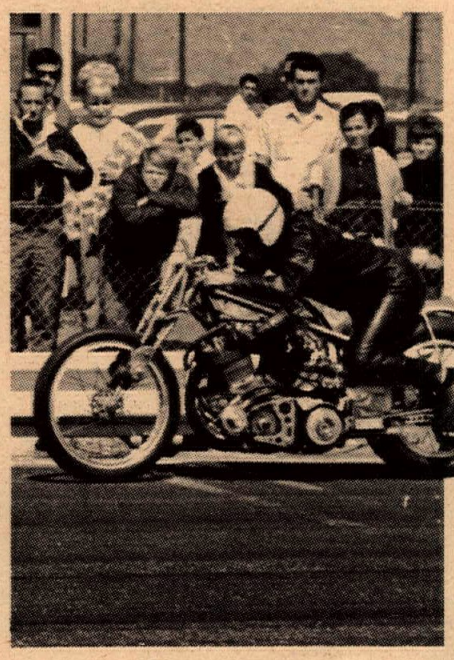
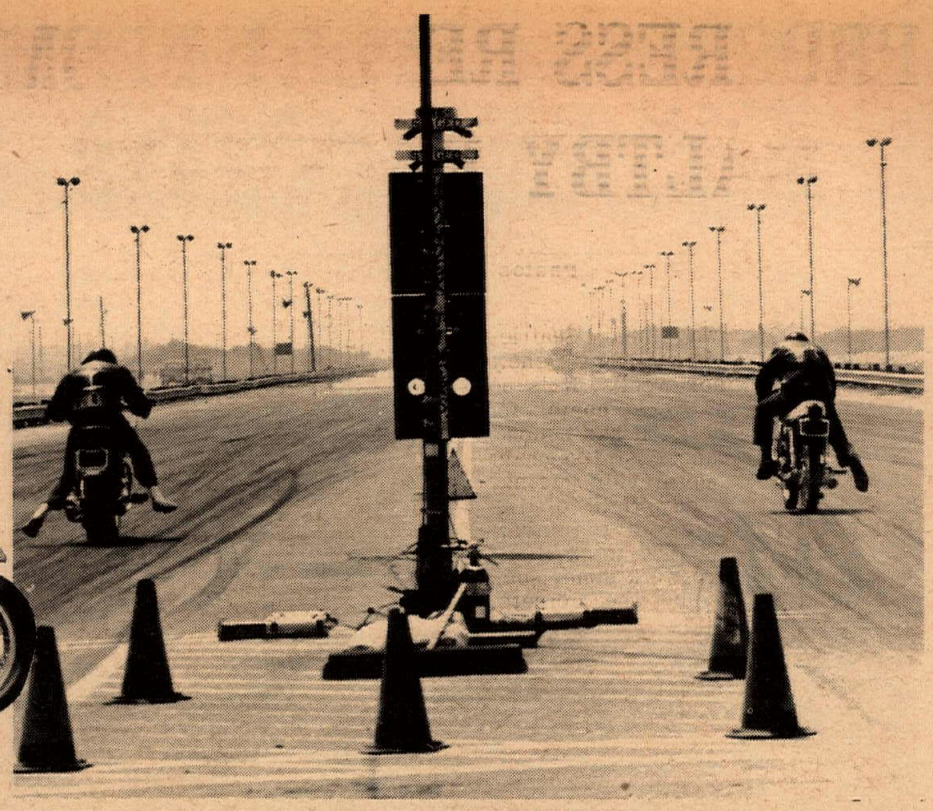
DRAG RACING

Photos by Doyle Gray & Alex Lamy



Burning off the line at Irwindale.



Lights, camera, action as two street machines begin their rapid quarter-mile journey.

CYCLE ALLEY

by Bob Ebeling

Two thousand miles of return road from Indianapolis, Indiana, finds my feet on the asphalt grid of Irwindale Raceway. I didn't walk, but in this hot weather my feet burn with the aches of a hobo just off the highway.

My ears are also burning with the latest news such as Joe Smith and the gift of two records he gave to the sponsors, Laidlaw's Harley-Davidson and Sta-Lube. Smith and Butterworth competed on the Lions Drag Strip at an A.H.R.A. World Record meet and established an overall record of 10.99 seconds and 125.34 miles per hour.

That wasn't quick or fast enough for the Harley team and so, at both the Irwindale Top Eight meet and Orange County Raceway, elapsed time figures were diminished to smaller numbers while the speeds increase. Saturday, Joe Smith rode the 80 inches to a best of 10.86 and 126.58. Sunday the figures read 10.72 – 127.00.

Runner-up at the Top Eight meet was also a Sta-Lube flag bearer, Nira Johnson. Nira's 40-inch Triumph was just behind the Smith wheel, with a 10.89 – 124.82.

Orange County

Without a doubt, this is the finest drag racing plant located in California and its programs include motorcycles. Orange County International Raceway, is located just 10 miles south of Disneyland and lies adjacent to the Santa Ana Freeway. How close? Well, the Freeway traffic slows to 10 mph at this point to watch the races. Turnoff road is Sand Canyon and then just follow the signs.

When Orange County opened their gates two weeks ago, cycles were welcome, but a volunteer could not be found as competition director.

That problem was solved when Bruce Miller offered himself as the sacrifice for each Sunday. In two weeks the racing program will be similar to Irwindale's Top Eight with regular trophy classes also. Irwindale and Orange County will alternate their events of Top Eight Gas, Fuel and Street so that there is not to be any conflict of interest.

Orange County has the racer foremost in its mind as the electrical outlets located in the pit area, and superb food concessions, auto supply store, roller starter systems and other additions soon to come will attest. Would you believe a supervised play area for children?

The Newest

Boris Murray and Jim Cook severed their ties with Foothill Cycle Center and have embarked upon a road of frame producing. To start the new venture a frame was built at my request and I can truly state I now have the lowest profile and lightest-weight Triumph in drag racing. The sponsors, Ed Kretz and Sta-Lube, are going to be proud.

Next Week — Bonneville, Utah, and the Great Salt Flats.

(Results on page 16)

Relaxing and pondering are also part of the day's activities, and the machines furnish restful places of respose for those in-between moments.

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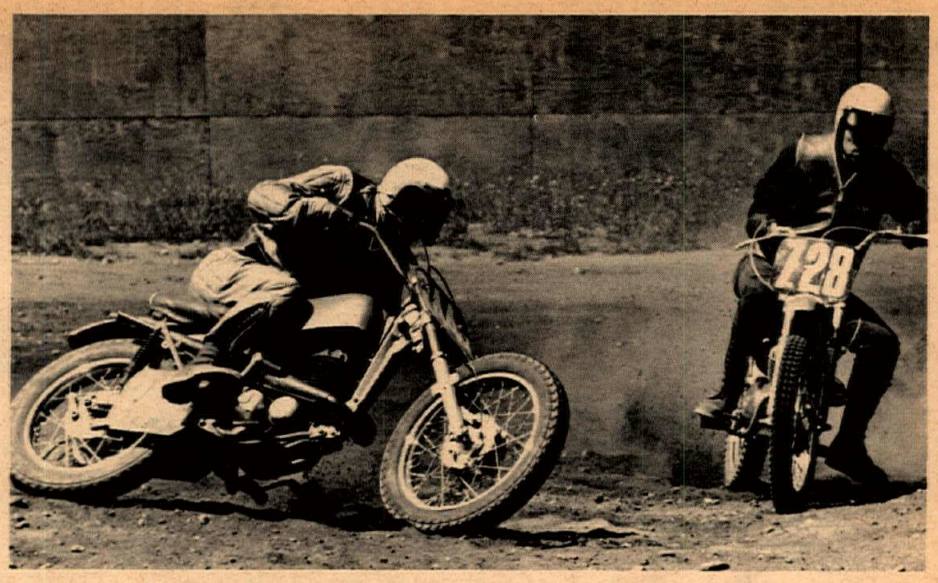
PROGRESS REPORT FROM MALTBY RACEWAYS

Photos by Vic Ebbutt

Maltby Raceway near Seattle, Washington has changed in its short life span of fifteen weeks. It is no longer a fledgling track, **hoping** for riders and spectators. It has become an accepted and successful segment of Northwest motorcycle racing. From a starting day field of 148 riders, it has progressed to an average of 172 riders. The track itself has had much more work done, such as higher banks on the corners, graded and packed surfaces and the addition of a huge new pit area.

The precision of the events are of the same high calibre as in the beginning, due to the unstinted efforts of the Maltby Motorcycle Club. Too much credit cannot be given this club. So many times, interest in a new project wanes after the novelty has worn off and a small nucelus of any organization shoulders the burden of presenting an event — timing, checking, flagging, even picking up trash after the race. These are the unsung heroes, without whom any well run event is impossible.

Future plans for the Maltby track include enlargement so as to make it slightly more palatable for big machines, with hopes of running professional races, too, in the near future. Also in the offing are more grandstands and an earlier start next season, possibly in January.



Two ways to corner — (244) Al Councilman and (728) Jim Smith.

Denny Engeberg (34) finds himself sandwiched between (30) Jay Hendry and (90) Tiger Williams who couldn't restrain a grin about it all.

Jerry Robinson (61) receives his 100th trophy from lovely Trophy Girl Donna Bradley, flanked by fellow Maltby riders Fredolf Johnson Jr. (1x) and Bob Fievez (207).

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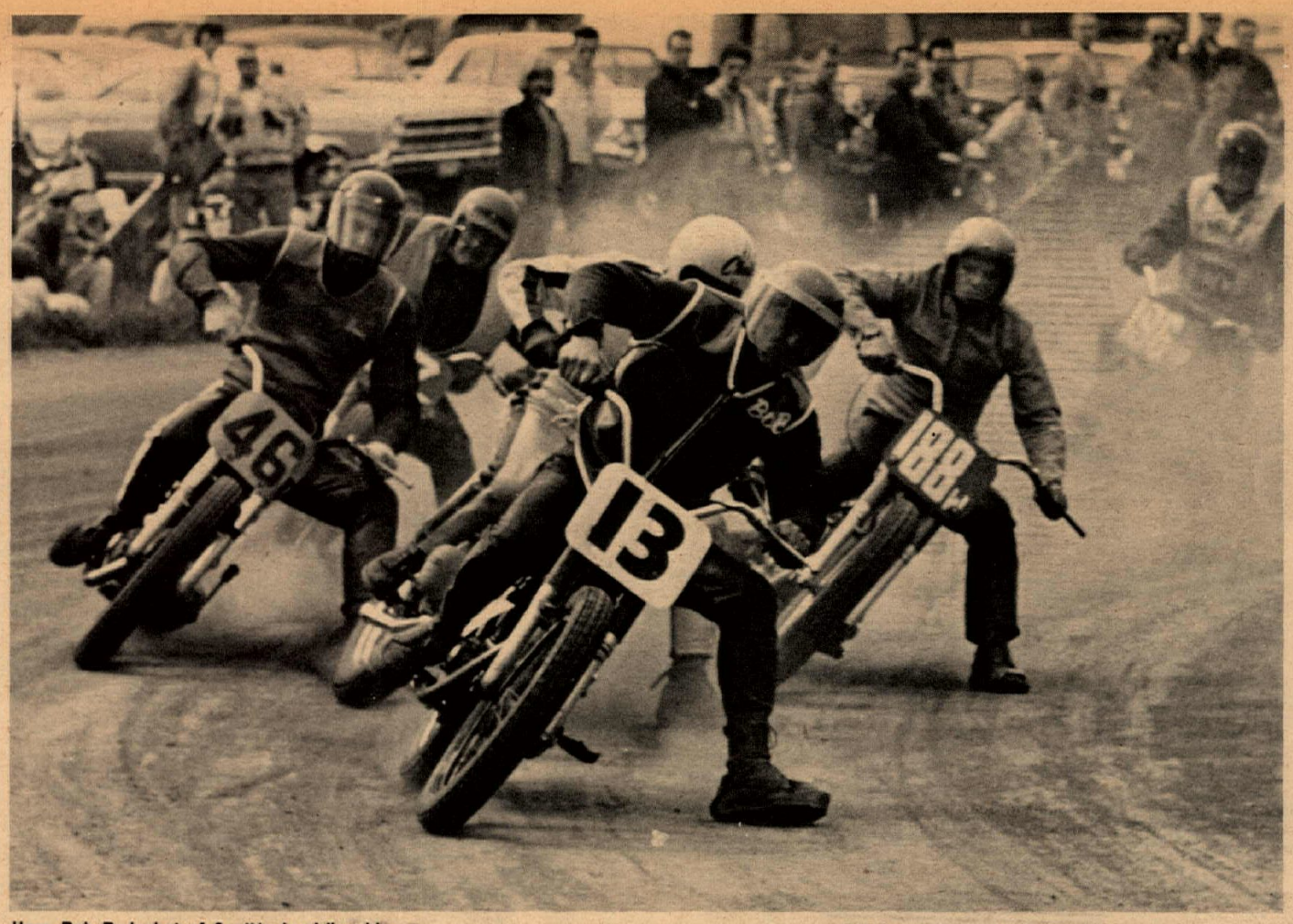

Here Bob Budschat of Seattle is riding his Ducati in the only place where he feels comfortable - - first spot.

BUDSCHAT BLASTS RIVALS

Weekly Saturday night short track races in Bellingham, Washington have seen an increase of riders and spectators in attendance at each event.

But one man reigns supreme over his frantic Northwest foes — Ducati-mounted Bob Budschat, who has scored a clean sweep of the last two meets, (Aug. 5 and 12) winning Trophy Dashes and Main Events in impressive fashion.

Budschat's closest "A" Main competitors are also Ducati riders — Bob Strode, Dale Cottrell and Ron Hoppe. In the "B" and "C" Mains, it's a different story.

Suzuki-mounted Loren Hubbard and Mike Johnson (H-D) have shared the "C" Main honors recently, while action in the "B" department centers around Dan Holton (Honda) and Bill McDaniels (Ducati).

(Results on page (16)

Significant Events Upcoming in Oregon: 6th Annual State TT Scrambles & Sunny Valley Speedway Scrambles

Two of the most important events on the Northwest motorcycle racing calendar will take place on consecutive days — Saturday, August 26 and Sunday, August 27.

The 6th Annual Oregon State TT Scrambles event is slated for Saturday, at the Josephine County Fairgrounds in Grants Pass, Ore. It's the biggest AMA Sportsman race of Oregon season, and riders are expected from several states. If past events are any gauge, about 150 or 200 competitors will be on hand.

The Rogue Valley Riders' 3/8 mile track is in top shape, and $1000 worth of trophies are an added lure. Five classes will be run — 100cc, 200cc, 250cc, 500cc, 650cc and over — with five-foot trophies for first place winners.

Then, on Sunday the 27th, about 14 miles north of Grants Pass, the Sunny Valley Speedway TT Scrambles Championship is scheduled. The TT track within the half-mile oval has been well worked, and five classes will run. Should there be less than nine riders in each of the classes—100cc, 200cc, 250cc, 500cc, 650 and over—classes will be combined.

The entire weekend should be a lively and entertaining one. For further information about either event, contact Virginia Copeland, 420 Crestview Loop, Grants Pass, Ore. 97526. Phone: (503) 476-2180 or (503) 476-4018).

Line up of the contestants just before the last year's Oregon State TT Championship. This weekend will feature the 1967 running of the major Northwest feature, at the Grant's Pass track.

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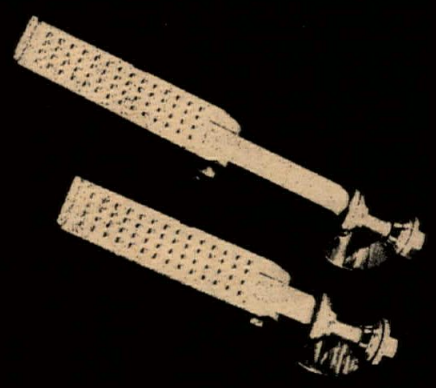

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Photo by Smithson Associates

Sponsored by Ken's Cycle Shop in Seattle, Washington, this impressive-looking quartet of Montesa riders has been riding and winning a goodly share of scrambles events in their locale. Lined up behind some of their trophies are (left to right) Larry Goroski, John Albers, Leroy "Butch" Harwood and Carl Harwood. Butch undoubtedly holds the world's endurance record for non-stop motorcycle riding – 32 hours around Ken's parking lot. His hands had to be pried off the throttle at the end of the grind.(!)

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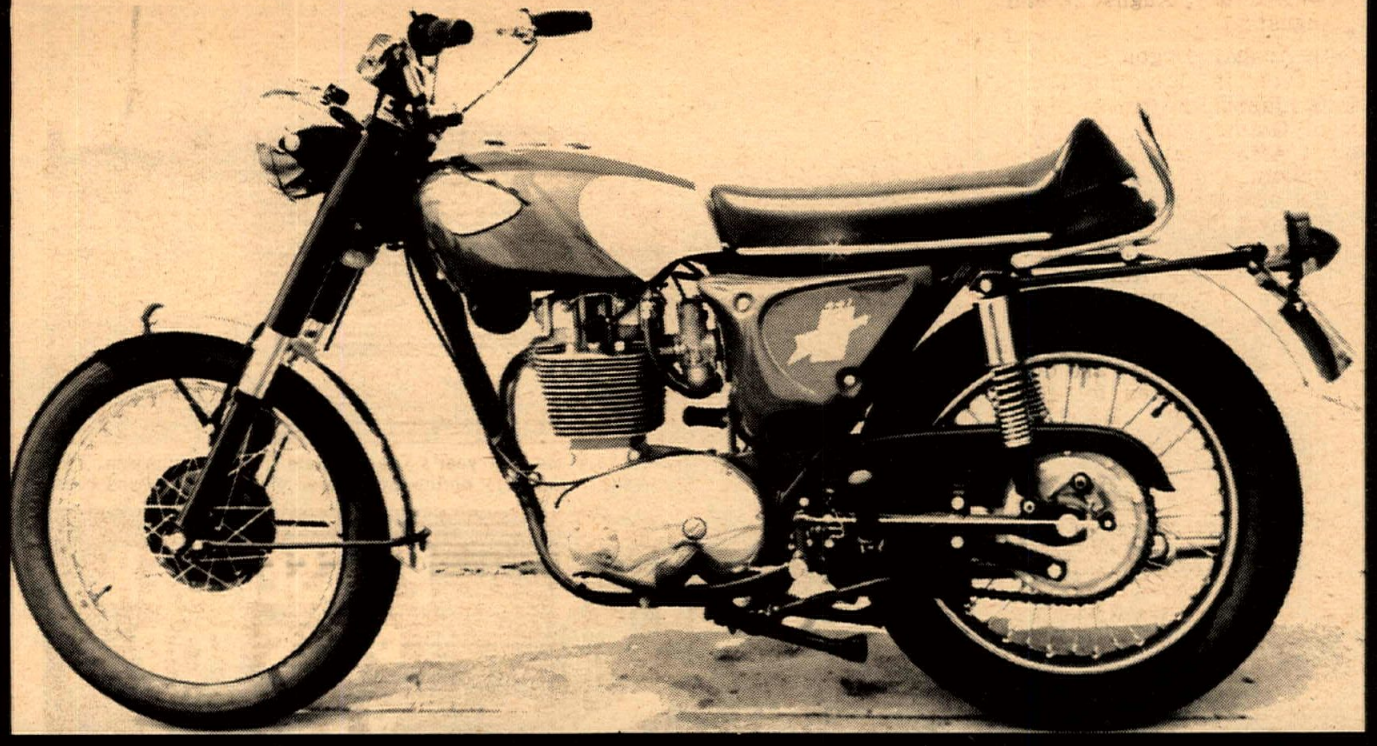

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1st BOB SIRKEGIAN
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AMA Road Races
Carlsbad, Calif.
500cc Grand Prix
1st DICK WELSH – BSA

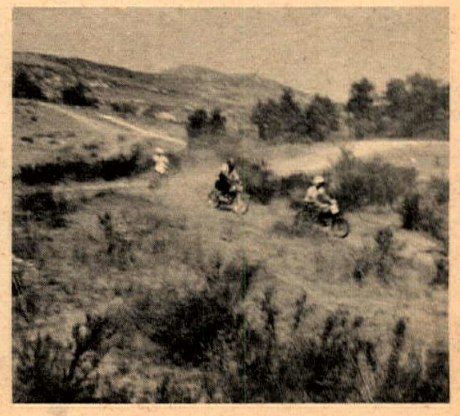
JACK-ASS ENDURO TOO ROUGH EVEN FOR JACK- ASSES

Story & Photo by Joe Timmons

A torturing and tedious track awaited those mountain goats who chose to ride in the Hi-Jinx Jack-Ass Enduro Relay of August 13. Even jack-asses could hardly have made it. Besides the obstacle course, the almost-100-degree heat at Riverside made the three-hour test of endurance even more grueling. As it turned out, each participant averaged about three minutes for one lap around the 1.5-mile track.

The course consisted of a hill-climb and sand trap with a multi-jump section. A lap consisted partially of climbing down the side of a ten-foot deep gully into a sand pit and up the other side. This was repeated several times over various parts of the course, and then up a near-100-percent grade to a couple of sharp winding turns, more sand, and another climb. From there it was down-hill over a couple of jumps and then uphill again to several turns through rocks and back into the pit area.

The only restrictions of the entries were that any one bike could not have more than 125cc total displacement and that the combination of bikes could not exceed 225cc total. Otherwise anything went – and did.



At the Hi-Jinx Jack-Ass Enduro held near Riverside, riders encountered difficult terrain and scorching heat all day long.

Ceremonies Start

The start of the race was quite a beautiful ceremony. When the flag went down, sixteen brave runners rushed, "batons" in hand, vi et armis toward their partners about 50 yards back up the track. The "batons" consisted of white, garter-like, elastic bands to be placed on the rider's left arms. Runners removed themselves from the area of the track as soon as possible, for very obvious reasons. Then the contestants started their engines and performed a flat-out dive into a sand-bottomed gully that marked the first section of the course.

The teams were allowed to change riders and cycles at will at a special area marked off for just that purpose. Still, the aforementioned "baton" requirements had to be met.

Fifteen teams started the race, and seven were still riding as the 3-hour time limit was reached. The course proved too grueling for most of the bikes as one after another expired. Some finished the race by trading off on one bike after beginning the relay on two. It was a tired crew that finished the race. Even the bikes were exhausted (a little pun there, folks).

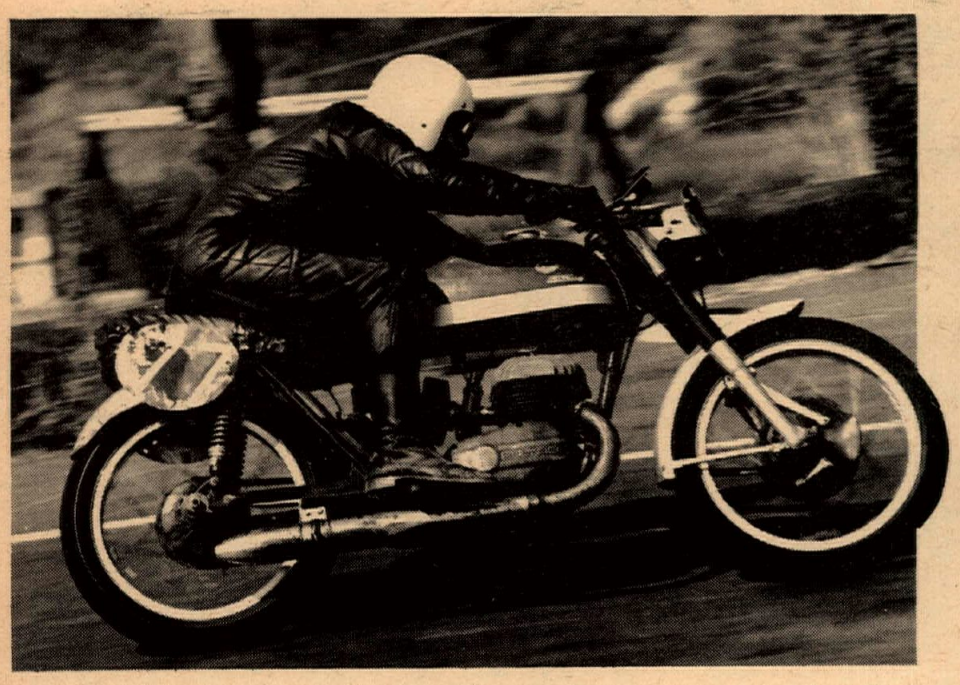
Bud and Bill Break Jinx

In the winners' circle were Bud Denslow and Bill O'Neill riding Yamahas. Both men are members of the Hi-Jinx Family Motorcycle Club. Both are expert riders and proved it at Riverside, as no one who attended the race will dispute. Equally deserving of the win, but slightly less lucky, were second place team C.L. Mackie and Fred Mendez, both on Honda S90s and of the Hi-Jinx. The first two places changed back and forth several times during the test of endurance. One or the other team led throughout most of the race. Neither Bud nor Bill has won a race of late due, for the most part, to mechanical difficulties involving their machines. They demonstrated that they are not losers, in spite of past problems.

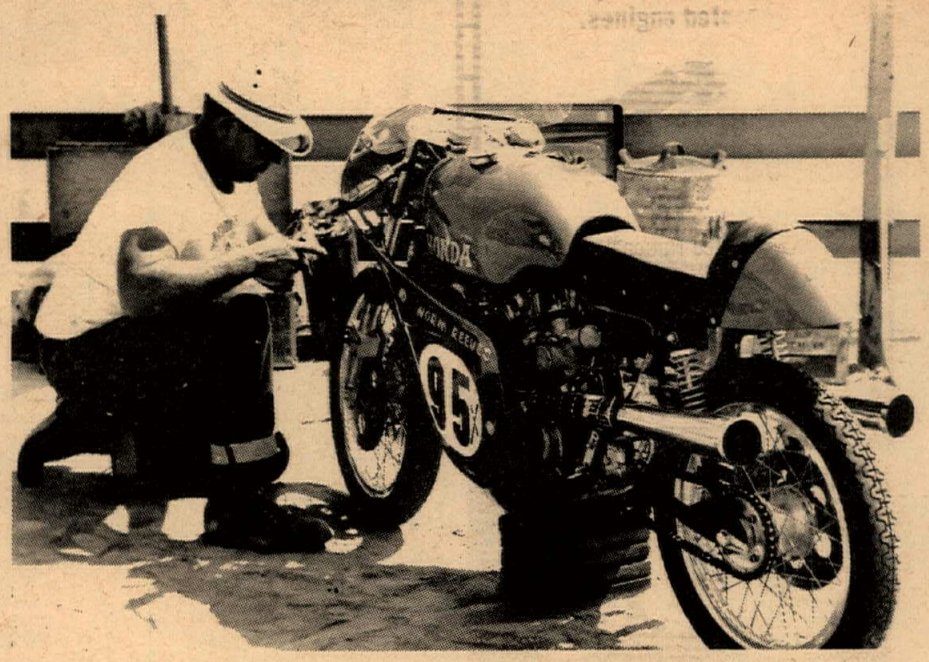
(Results on page 16)

THE CARLSBAD CAPER — ROAD RACING PICTORIALLY PRESENTED

Photos by Dennis Greene

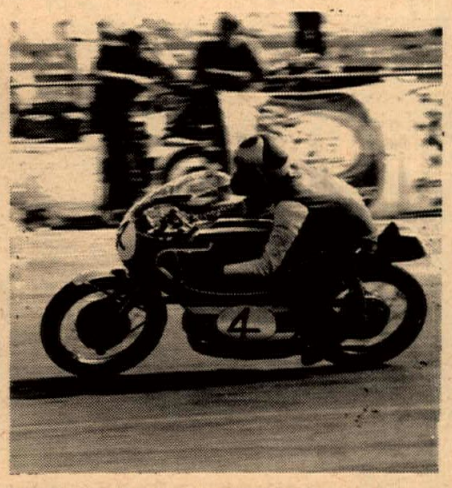


Barry Provisor and his Bultaco took home the Class IV Production trophy in fine style.

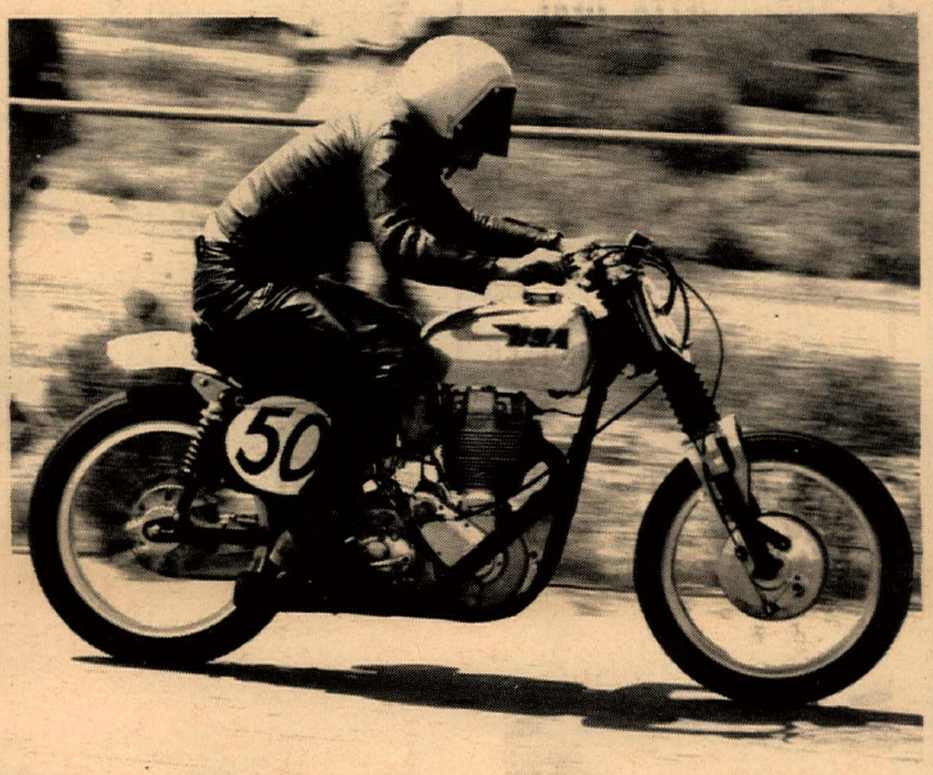


The beautifully prepared Norm Reeves Honda was well ridden by Clyde Litch to 2nd in Open Class VII.

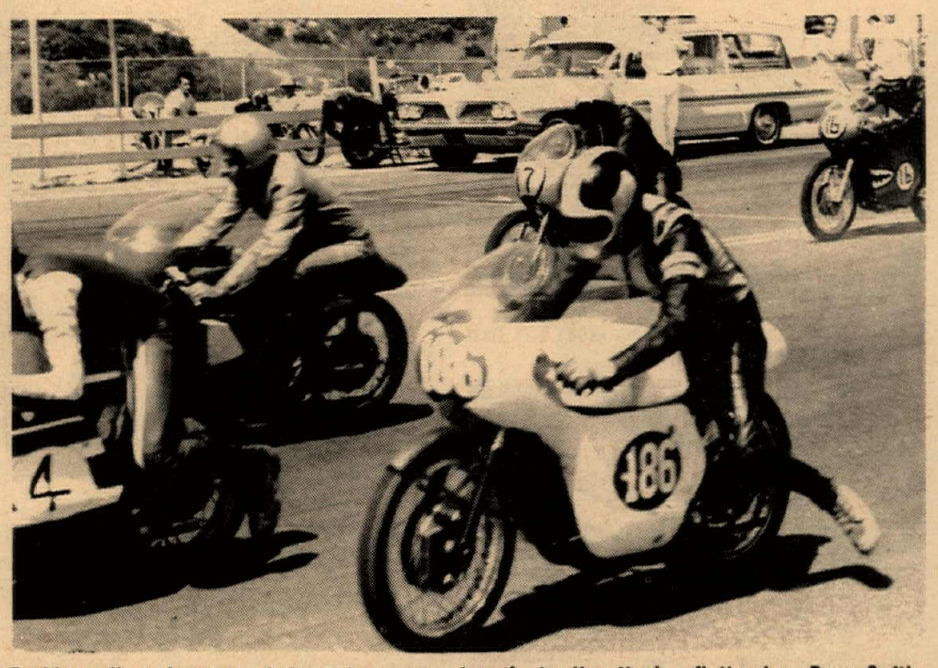
Ron Pierce rode three classes, won three trophies. Here he's having a ball on his strictly stock Yamaha.



Smooth and stylish, Kawasaki-mounted Steve McLaughlin wound up 5th in the Carlsbad 250cc Grand Prix.



Trophy-taker in the Open Class (500cc division) was BSA Gold Star mounted Dick Welsh.



Pushing off at the start of the 250cc event. Ascot's leading Novice flattracker, Dave Smith (186), likes the pavement, too, finished 6th on his Yamaha.

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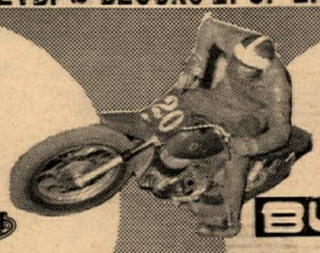

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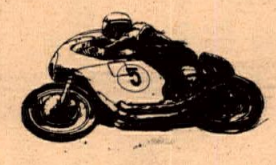

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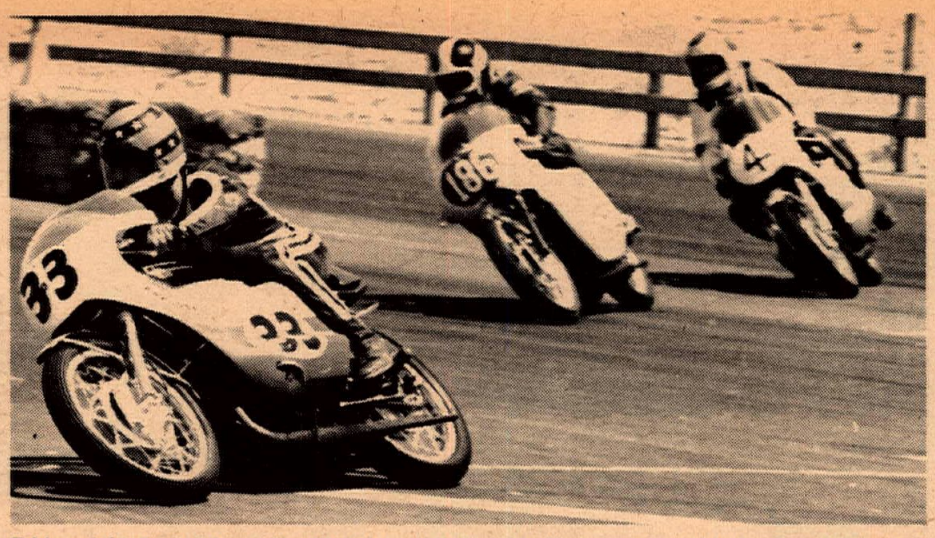

Friday night Ascot winner Jim Nicholson (33) took his first road race ride Sunday at Carlsbad on a Kawasaki. Here he leads Dave Smith (186) and Steve McLaughlin (4) in the 250 GP, before carburetion problems caused a piston to perforate.

A full field of Production machines denotes increased interest in road racing. Plenty were on hand for Sunday's AMA sportsman event, including Greg Smith (14) 3rd place in Class V on his Suzuki.

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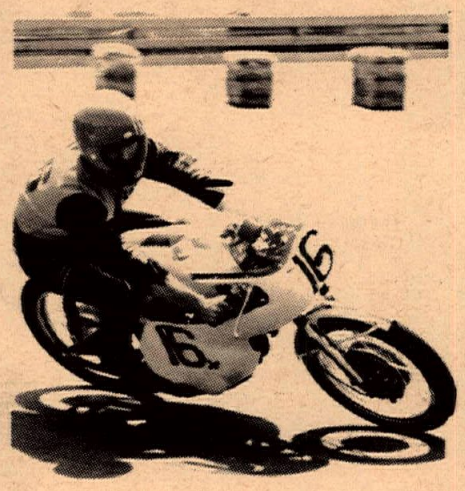

Amateur class flattracker Larry Pruett (Yamaha) went wire-to-wire for the Under-250 Grand Prix win. Small bikes and Production machines rode the short Carlsbad course, over-250's traveled the entire 1.7-mile distance, which includes a 3600-foot straightaway.

(Results on page 16)

Through the esses and up the hill goes Bob Bailey, Triumph-mounted Open Class winner. Bearing down is Howard Utsey (99), also Triumph, who finished second.

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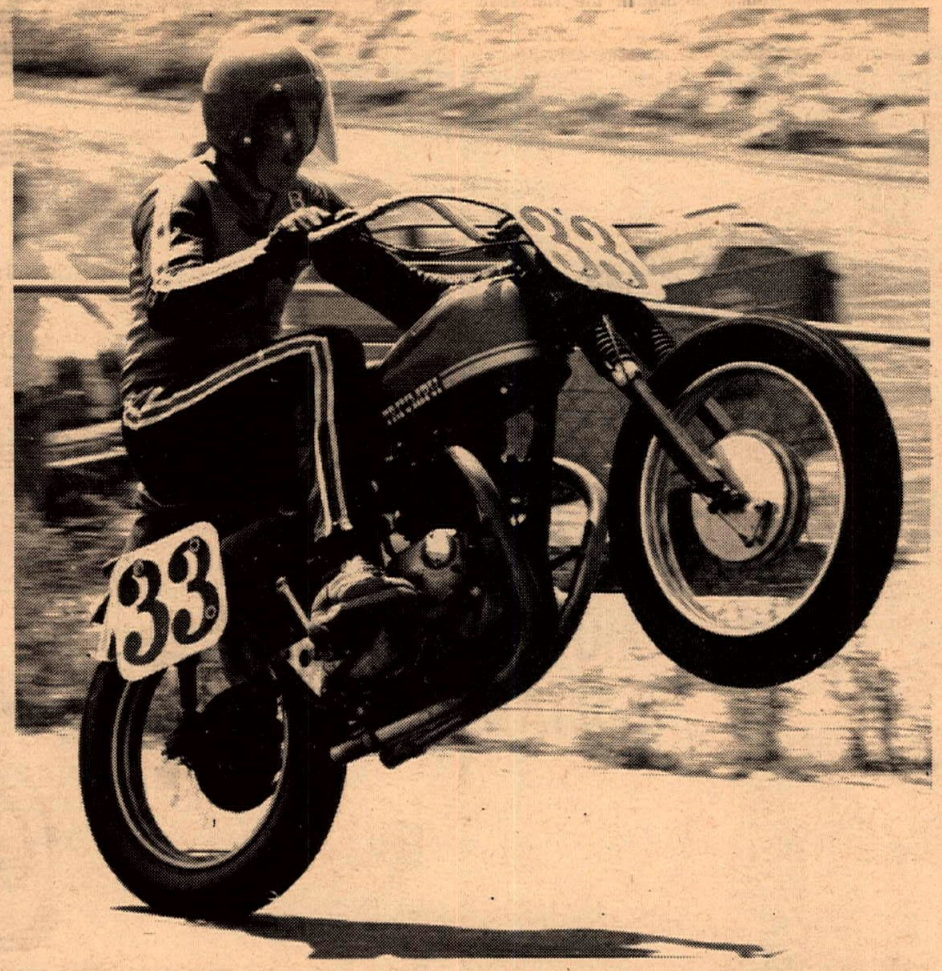
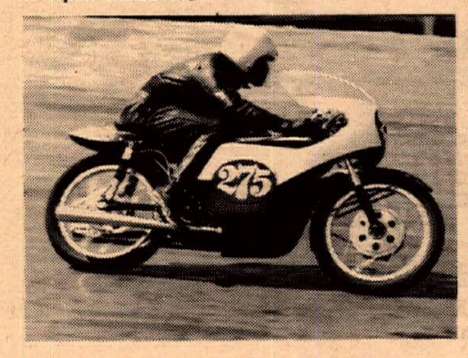
Honda-mounted Robert Bender (208) was first in Open Class VI.



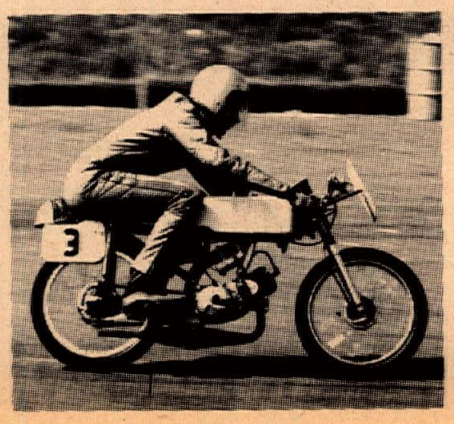
Crowd-pleaser of the day was Bob Bailey, who dazzled fans and foes alike with wheelies galore.



Dave Allee, second in the Under-250 GP, has his immaculate Honda for sale.

BMW sidecar outfit gave exhibition run.

Paul Wilde's Yamaha was 2nd in 50cc GP.



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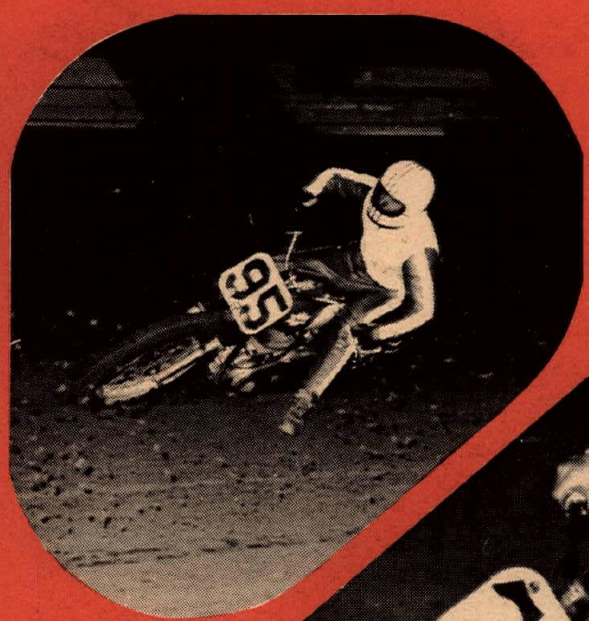


Ron Lacher.

Amateur winner Gary Waldo.

Tim Harris (21x) and Ron Kruseman (12x)

Above: Jim Nicholson (28) fought by Shorty Seabourne (47r) to take the Asc
Sammy Tanner is congratulated by Trophy Girl and Promoter J.C. Agajania
nowski, shown with his tuner, Ray Jandra, was protested.

Photos by Dennis Greene

When Jim Nicholson rolled to the line for the start of the Expert Main Event at Ascot last Friday night (August 18), he held a definite psychological advantage over his competitors.

Since taking over the reins of the Dudek Triumph two weeks before, he had two Main Event second places to his credit. He'd now beaten every Ascot Expert at least once. But Nicholson had never won an Ascot Expert Main Event...yet.

Into an early lead shot Shorty Seabourne (BSA), winner of his heat race and runner-up to Sammy Tanner in the Trophy Dash. Close behind came Mel Lacher; Tanner was third, Nicholson fourth. (See lap chart on page 16).

Lacher's challenge was short-lived. His Harley expired on lap two leaving Tanner and Nicholson to battle it out for runner-up position. And battle they did, for six thrilling laps that were highlighted by much super-close passing and some not-so-gentle nudging from both parties.

Then Nicholson took over second for good. Sam slowly
eventual 7th place,
began stealing furtiv
his shoulder.

From the 7th to
Shorty sweated it out
every groove on the tr
forward surge, discov
all worked.

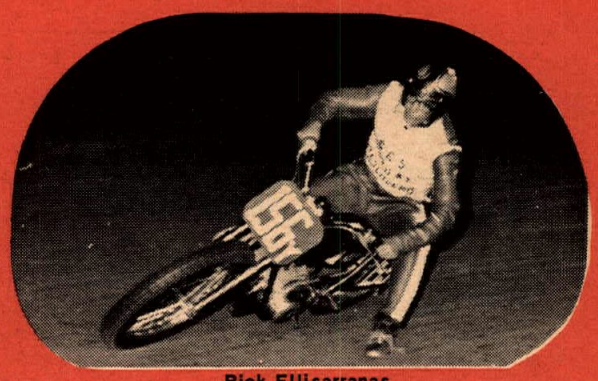
Finally, coming a
at the start of the la
son nosed by Sea
ground through the tu
down the back straig
by a healthy margin
The crowd went wild,
had the winner's pe
— and a new Main E
crowned at Ascot Par

Almost unnoticed
bub, Dan Haaby (B
minedly carved his w
place to third, and w
of Elliott Schultz
Jones (BSA) and Ta
the final tally.

Surprising Ama

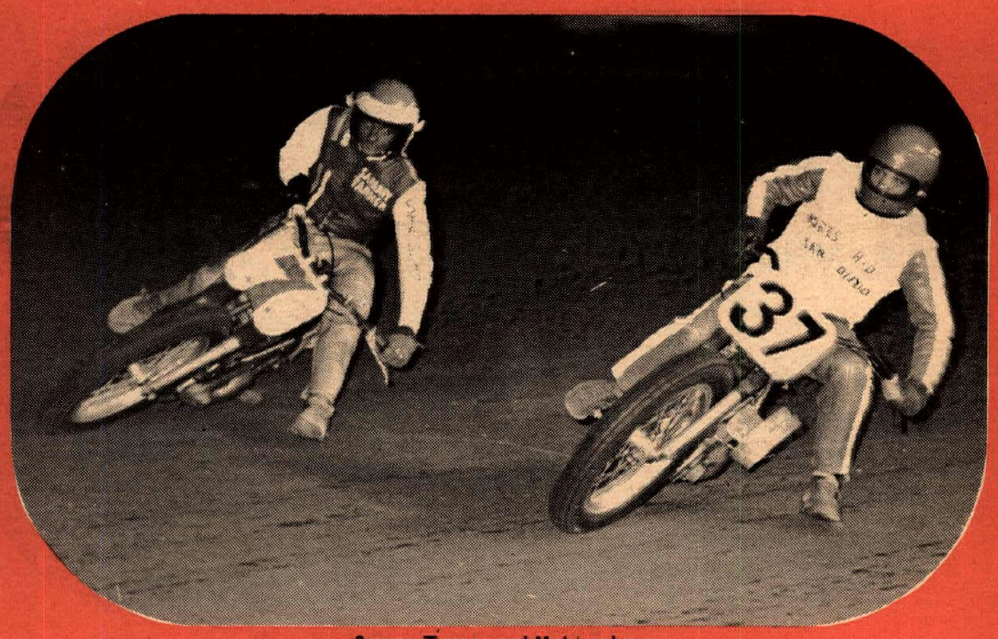
Another cliff-hange
teur 10-lap Main Eve
led by three different

THE TOPS
TAINMENT



Rick Ellisarranas.

George Omo.



Sammy Tanner and Mel Lacher.

cot 15-Lap Expert Main Event. Far left below: Expert Dash winner n. Left below: Novice Main Event win by Honda-mounted Alex Chi-

y drifted to an and Seabourne e glances over

the 14th lap , and Jim tried ack in his ever- ering that they

cross the line st lap, Nichol- bourne, gained rn, stretched it htaway and led at the finish. so spectacular rformance been Event king was k.

in all the hub- SA) had deter- way from eighth ound up ahead (R.E.), Chuck nner (BSA) in

teur Finish

r was the Ama- nt, which was riders at vari- ous stages. But it was Gary Waldo (H-D) who picked up the checkered flag and the first-place payoff after taking over from Phil Todd (BSA) on the last lap.

Jan Crawford (BSA) also managed to get by Todd before the finish, in front of Len Earl (H-D) and Carl Patrick (Triumph).

Rushin' Roger Goldthwaite appeared to have the Amateur win pretty well sewed up until late in the race. After leading from the start, he was abruptly sent to the pits on lap 8 by expensive noises coming from his Royal Enfield.

If You Can't Win—Protest

Another protest enlivened the Novice program of events. Alex Chinowski beat out Rick Elissarranas (Suzuki) and Joe Hamilton (Yamaha) in the 8-lap green-plate final, only to have the legality of his machine questioned at the end of the race.

After the usual checking and measuring formalities were completed by officials, cheer greeted the news that Chinowski's Honda was 100-percent legal.

(Results on page 16)

Jan Crawford.

Keith Kruser.

Roger Goldthwaite.

Johnny Isaacs.

Clyde Litch.

Dave Smith.

Bob Hoffman (148) finds the Hungry Hollow track to his liking.

HUNGRY HOLLOW ROARS AGAIN

Story & Photos by Dale McKinnon

The Sierra Club of Auburn won the first round of their battle to hold races at the Lincoln Track. It seems that everytime a Club gets a good place to have races, someone always wants them to move.

The female opened the festivities as usual with a three-way go for first. Alice Grant usually gets off the line first, but this time it was Susan Clark. They stayed fairly close together, then Debbie Jackline took the lead and finished that way in the heat, with Susan second.

In the Main Alice led, then Debbie came from behind to relieve her of it. Susan seemed to be having trouble so Alice got second.

The 100 Amateur race started off with Kenny Roberts and Eric Jorgensen seeing who was going to lead. Eric won the decision while Childress and Lee Barnes were moving up and battling between themselves. As it turned out, Kenny, Childress and Eric all went down and Lee took the win. What a way to lose.

The 200 Novice saw Joseph Boll take over as Henry Robinson and John Pitcock went down trying for the lead. Floyd Emerson came up to replace Joseph for the lead only to mess up around the next corner and give it back to Joseph who hung on to it this time.

D.G. McNabb stole the 250 Novice lead. He went on to win after fighting off Elmer Kraus and Jim Newberry. Elmer pushed him real hard but didn't quite have it, and lost by a wheel.

Haustein off the line first in the 250 Am.-Ex. Main only to lose it to Carl Leihr. He fell and Haustein had it back again. Jim Flagg and Harley Eads relieved him of it this time. Haustein got back into second by giving his CZ the juice and passing Harley down the straight. Jim went out with trouble and Haustein breezed over for the win.

The 650 Novice saw a pile-up at the line between James Skelton and Tom Hammer. Ben Alley copped the lead with Ashley Geffrey discussing it with him. Ashley won out, then Charles Strom came up to present his arguments. Ray Wilson also moved into the free-for all. Ray and Charles tangled with Charles going down. Tom Hammer, after his fall, came up to take second. It was short lived as Ben decided he wanted it back. Ray moved into third when Tom went out with mechanical trouble.

Steady, Boys

The 650 Amateurs were a little anxious as they had three or four false starts. When they finally got it started Jim Foster took a narrow lead. Don Branbelow almost had him out of the dip, but had to wait until the straight to nab him. Out of the dip again Paul Knudsen and Jim got tangled up with Paul going down. Art Rinetti was in there until he missed the turn and went out. It ended up with Don copping the win and Dickerson second. He played it cool and stayed close waiting for mistakes, which paid off.

Small bikes are much ih evidence - here Frank Fuson leads the pack through a sharp right-hander.

The 650 Expert Main was the corker of the day, a hard one to believe as Lady Luck had her hand in this one. Bill Kreeger led off the line with Carl Cranke on his tail. Next time around Cranke was in the lead and Kreeger nowhere in sight. Gene Conant moved into second and Skip Hurtiman up to third. Carl really stretched it out then went down and Gene breezed over for the win.

Now, here's where Lady Luck took over. Coming out of the last turn Skip's rear axle loosened on the left side, in turn pulling the spokes out of the right side of the wheel. As if that wasn't enough the chain came off, but despite it all he managed to coast over for a well deserved second. Crazy, huh?

(Results on page 16)

A.F.M. Race Scene

by Tom Finlay

Photo by P. McDonald

This coming Labor Day weekend will find California pavement riders with a new track to test their skills on. The new Antelope Valley Raceway will swing open its gates on Sept. 3rd for the 14th round of the AFM-Western U.S. Road Racing Championships.

All classes, both G.P. and production, as well as sidecars will be run A special feature race is planned for solo machines from 176 to 1000cc's, and track manager Val Valdez has put up $250 as a purse for this event. The track is on the Pearblossom Hwy. just north of Hwy. 138. Manager Valdez will have the gates open on Saturday for practice, so plan on a weekend.

Deehan Retains Crown

This past July 23rd saw a real cliff-hanger at Whiteman Raceway. Jim Deehan successfully held off Ron Pierce's bid for the title of "King of Whiteman." Ron was the defending "King," so the 30-lap duel was doubly interesting.

Though off to a comparatively slow start, Pierce had closed the gap by midway, but didn't quite have the steam to get past, so Deehan took home $100, a J. Edwards helmet and a magnum of champagne. Ken Clark had the beautiful Triumph-Metisse out for this event and seemed to suffer from an excess of horsepower. Look for this "rocket ship" to appear at Antelope Valley.

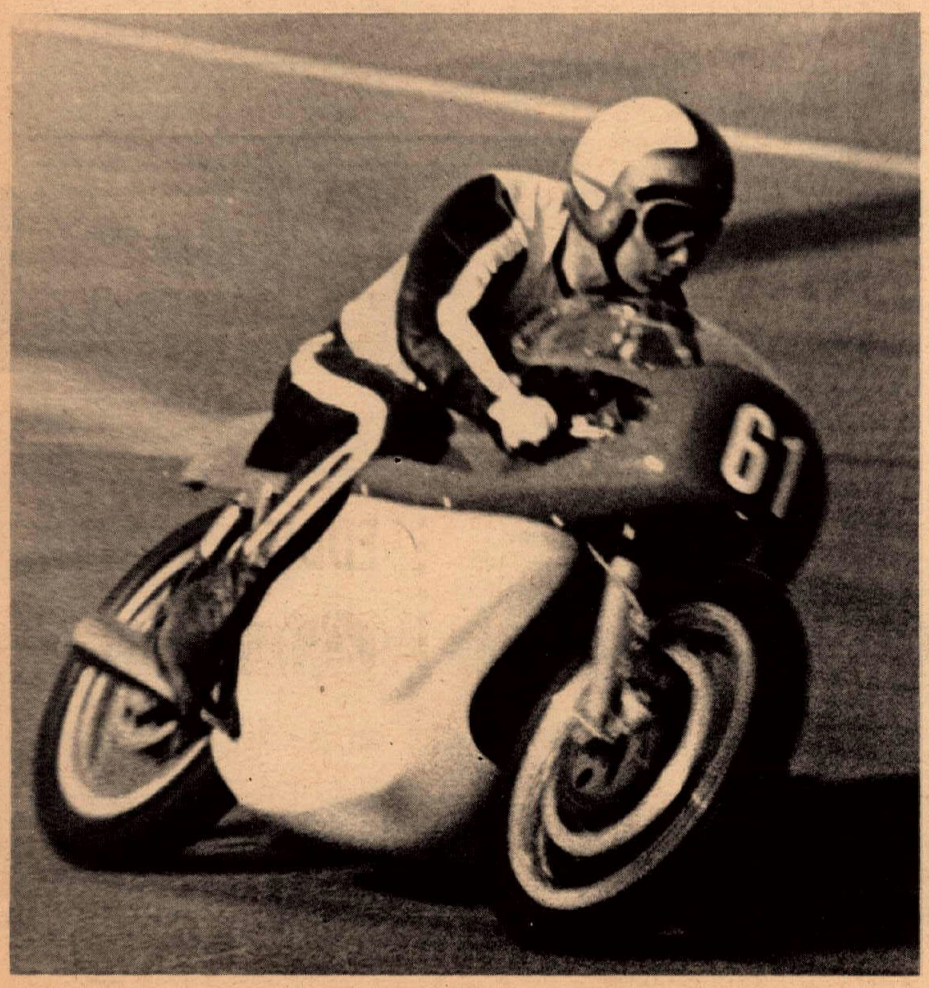
Newest-rider-to-watch-dept. finds two in the spotlight this time. Byron Black, Cycle News correspondent, has shot to the forefront as a contender with his Kawasaki 350. He even won the 350 GP class at Sacramento, despite full street trim. He needs a little more smoothness, then watch out.

Also one to keep an eye on is San Francisco's Bill Judkins. "Bill J," as his helmet monogram says, proved himself by taking a close fourth at Sacramento July 2nd. He was sandwiched between Jim Deehan and Steve McLaughlin at the finish and these three put up a nearly race-long duel, with Judkins being on the short side for experience compared to the two veterans. Great finish for Bill out of a field of over 25 250s, especially since he rides a self-tuned Yamaha.

Two AFM regulars, Ron Grant and Art Baumann, did quite well for California at the Indy road race National August 6th. Grant won his heat in the Amateur-Expert 250cc race, then proceeded to take second to Gary Nixon in the final after loading up on the start line. Ron has been plagued with bad luck at Nationals the past two seasons, but we'll be pulling for him at Carlsbad in September. He finished third in the 250 last year after knocking the rear brake level and footpeg off on a hay bale.

Baumann Did It Big

The Amateur big-bike race at Indy must have looked like a Harley-Davidson benefit before the heats but eyes and ears (12,000 rpm) turned when Art Baumann won his heat on a Honda 450 with Jim Deehan third on another "Black Bomber." Art went on to lead all but one lap of the 50-mile Main and cruised home with at least a twenty-second lead. Jim Deehan was in fourth when he slid off, which put him back to finish in eleventh. Credit for the tuning of Arts' new mount goes to the Precision Machining Team from the San Francisco area. Both Baumann's and Deehan's mounts at Indy are raced at AFM events, and really caused some second glances and even a double check from the camps of the other brands that are raced regularly at AMA Nationals. Round thirteen of the AFM championships go this Sunday, Aug. 20th at Cotati, with all classes being run. See you there.



Ken Clark on the beautiful Rickman Triumph Metisse.

ELSINORE NIGHT LIFE

RECORD NIGHT AT ELSINORE SCRAMBLES

by Don Wallen

New Record Set

This record certainly takes nothing away from the unwritten records for speed, daring and ingenuity seen here, but a record indeed for Elsinore TT and probably for any other TT is an unprecendented 202 riders. Again almost 700 spectators, were on hand Saturday night, August 12, certainly due in part to the overnighters who came for the District 37 point run the following day, sponsored by the Simi Valley M.C. The weather was warm, to say the least, as the riders vied for 33 win and place trophies, but the competition was absolutely sizzling. A rough estimate of the number of single rider laps completed on this night comes close to 370 laps in all.

Small Super-bike War

The small bike riders came in great bunches to do battle on this evening, Expert and Novice alike, with 54 riders in the 100cc Novice class and 26 100cc Experts. General consensus was that everybody was warming up for Sunday's race, but determined to win the hardware anyway. In the Expert division, much early speed was seen in riders like R. Burkert on a Hodaka, R. Taylor, Bultaco and Tom Warren on a Bultaco.

A pattern developed in the Motos as T. Warren proceeded to run away with the bacon as Tom seemed to be even more determined to win than evef and win this division he did, going all the way not looking back or shutting off. A good job of chasing was done in this class by J. Dunn on a Bridgestone who won a much deserved second and K. Thompson who caught the third place trophy.

In the 100 Novice division it is always confusing to make predictions in the beginning because of the large number of heats. It looked like S. Jones was turning it on more than usual as he says he has given up falling because he can go much faster without that. Jones rode well all night and was able to capture a second for the Moto behind D. Aldana on a Suzuki, which is a hard to beat combination.

200 Novice/Expert

In the Novice section, B. Hisey on a Bultaco won the first heat going away as D. Voll on a Bultaco took second and then it was D. Doyle, also on a Bultaco, for third. K. Hudson showed good speed as did N. Broccano on a Honda, and J. Graver on a Bultaco also really ripped around the track. The winner of this moto and not a stranger to Elsinore was D. Voll, Bultaco. In the Expert division, G. Bailey took home the first place trophy and certainly the motor he was riding was a Greeves for sure.

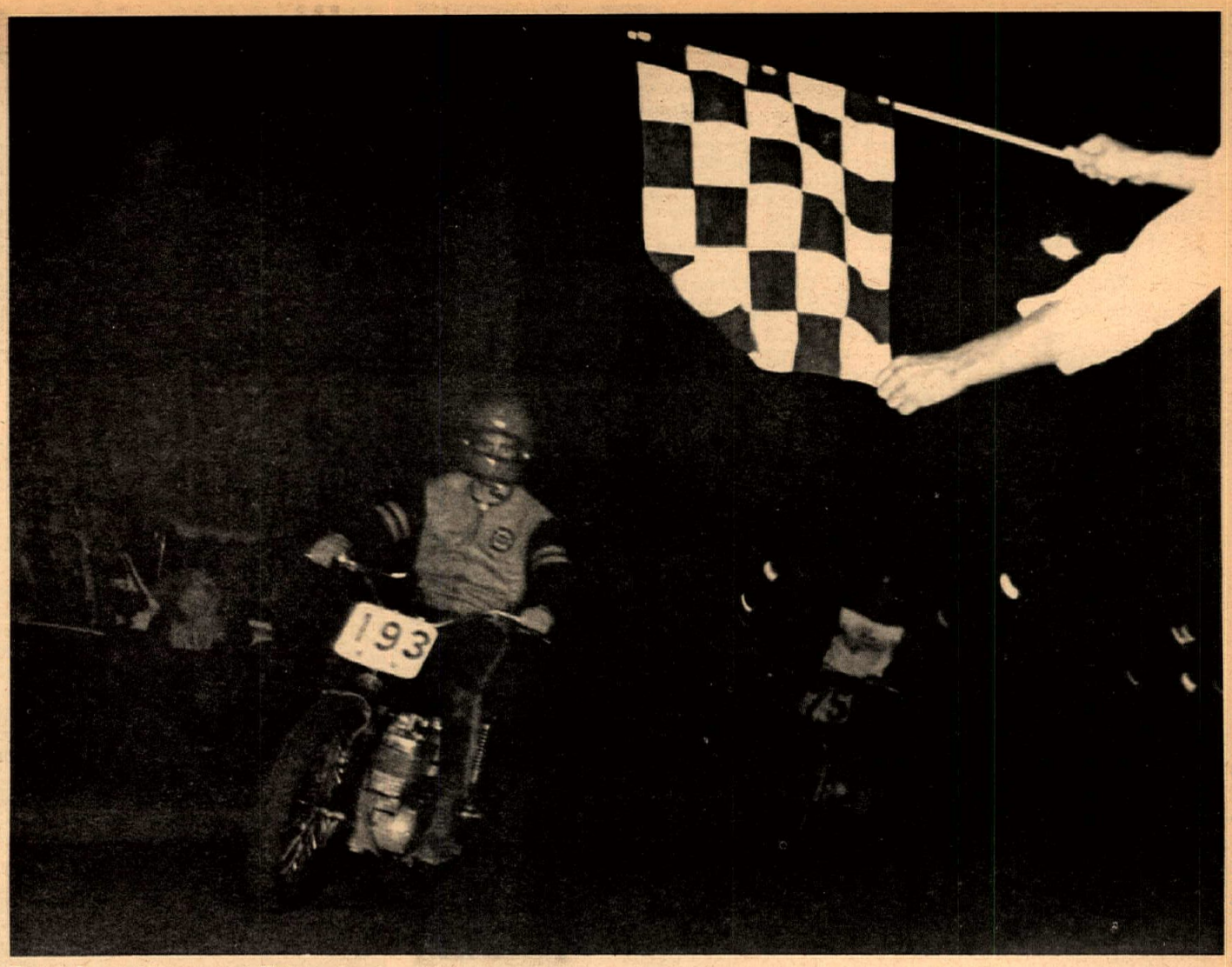
250 Expert Bash

The 250 Expert races here are always exciting but when the cast reads well the races are even better. G. Bailey, T. Warren, E. Olesen, T. Donaher, J. Kopp all chargers, and all past winners, of course. Bailey and Warren looked good in practice. The rule in the past few weeks has been Greeves-mounted G. Bailey, but T. Longwith, also Greeves, E. Olesen on a Montesa and T. Warren made Bailey work for it all the way.

250 Expert

The real ride came in the last moto as G. Bailey put the hole shot on most of the field. T. Warren who has been more determined lately found his Bultaco in third gear at the start, so Tom proceeded to pick his way through the crowd all the way up to third in that heat. G. Banley put in his usual good performance to win this moto.

(Results on page 16)



Recent Sweepstakes race at Elsinore found Gary Bailey (75) coaxing enough ponies from 100cc's to challenge Clutch Cargo's BSA.

Photos by Manuel A. Burton

Lining up handicap riders for the Elsinore Sweepstakes event. D. Aldana (36) had earlier won the 100cc Novice event on a Suzuki; Bultaco-mounted T. Warren (177) took the Expert 100cc race.

CYCLE-LAND SPEEDSTERS CLASH IN CHICO

by Carolyn Richards

There was enough flat tracking Saturday, Aug. 12, at Cycle-Land Speedway to please both riders and spectators. When 61 cyclists turned up to compete at the popular Chico (Calif.) track, it took 11 heats and semis to find riders for the eight-man Mains.

As he got the checker, Del was working hard to keep his lead over Johnny Grant of Sacramento on a 100cc Moto Beta. Grant, who's nearly 15, had to start on the 40-yard line. Other juniors riding were Johnny Sullivan and Randy Frieze, both of Oroville.

All You Could Ask For

Best description of the evening would be to say the track was in excellent shape, the races were fast, there were relatively few spills and there were no injuries.

After coming in second in his heat race, Tom Von Seggren of Willows won first in the 100cc Main. He was followed by Francis Ladara of Gridley and Orland's Tom Bruckenstein on a Hodaka. Von Seggren and Ladara are both Honda riders.

Right at the finish line (after first and second place riders were across), Bruckenstein bounced off the fence and into John Allen of Oroville, who had been running in third place. This gave Tom an edge of about two inches and a trophy.

In this event, Steve Goff of Oroville, Cycle-Land high point man in the 100cc class this season, was unable to start his Kawasaki.

Riding a Yamaha 180, Mike Ellis of Sacramento won the 200cc go. Chico's Tom Jones and Harvey Crews of Salyer, both on Bultacos, were second and third, respectively. Dick Turner of Red Bluff, who rides a Honda, was unable to trophy but he was far enough ahead to stay high point man in this class.

Triumph-mounted Carl Cranke of Orangevale won first place in the fast moving 250 class. Hot on his heels was Ray Vatne of Carmichael on a Harley-Davidson Sprint. Coming in third was Sacramento's Joe Henry on a Suzuki. Bultaco-rider Mike Corcoran, North Highlands, is the 250 high point man.

At scratch dash time, when the best riders of each class go five laps from an even start, Mike Rockwell of Oroville won the trophy in the 200 class for the third time in a row.

Joe Allen of Oroville on a Moto Beta won in the 100 class and Cranke squeaked through for the 250 hardware and a kiss from trophy girl Vickie Smith of Carmichael.

(Results on page 16)

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All results unofficial unless otherwise noted.

RESULTS

IRWINDALE DRAG RESULTS
August 12, 1967

TOP BIKE: Smith & Butterworth	H-D	10.86	126.58
RUNNER UP: Nira Johnson	Tri	10.89	124.82
STOCK STREET:			
AA – Don Ross	H-D	14.25	93.00
B – Mike Friel	Tri	13.64	94.44
D – George Priest	Hon	14.29	91.83
E – Jim Behrens	Suz	15.64	82.72
F – Rich Price	Hon	21.66	55.41
G – Mike Moynier	Suz	20.97	58.68
MODIFIED STREET:			
B – Dick Strickland	BSA	13.48	101.67
C – Crash Clymer	Hon	14.64	88.23
E – Vince Rowles	Suz	13.91	91.25
GAS:			
B – Bruce Wilcox	BSA	13.02	103.00
E – Steve Rowles	Suz	12.10	107.14
G – Hal Hansen	Yam	22.61	50.73

IRWINDALE DRAG RESULTS
August 5, 1967

TOP GAS – Joe Smith	H-D	11.15	124.50
RUNNER-UP – Steve Rowles	Suz	12.14	107.25
STREET			
B – Harry Couch	Tri	13.69	95.54
C – Crash Clymer	Hon	14.53	88.63
D – Wayne Doff	Hon	15.29	83.95
E – Gregory Anchondo	Yam	15.77	80.28
MODIFIED STREET			
A – Dick Strickland	BSA	13.38	99.66
E – Boyd Marshall	Yam	14.10	90.54
GAS			
A – Joe Smith			
Steve Rowles			
FUEL			
B – "Super Bike" Bob Sirkegian		11.04	126.22

TROJAN SPEEDWAY
August 8, 1967
By Mike Mason

100cc MAIN
1. Tom Warren Bul
2. Paul Wilde Yam
3. Stan Rogers Hon
4. Gary Kearns Yam
5. Jim Arledge Yam
6. Larry Mone Hon
7. Ken Gardner Hon
8. Rick Woods Hon

250cc MAIN
1. Lee Stumpenhause Bul
2. Stan Rogers Bul
3. Rick Woods Hon
4. Robert Williams Jr. Bul
5. Carroll Skov Bul
6. Robert Williams Sr. Bul
7. Tim Warren Bul

100cc TROPHY DASH
1. Tom Warren Bul
2. Rick Woods Hon
3. Gary Kearns Yam

250cc TROPHY DASH
1. Lee Stumpenhause Bul
2. Rick Woods Hon
3. Stan Rogers Bul
4. Sal Acosta Bul

SAGE HOPPERS M.C.
50-Mile Scrambles
Aug. 13, 1967 Encinitas, Calif.
By John Shedd

100cc EXPERT
1. Bill Friant Hod
2. E. Growell
3. L. Harmon
4. B. Landfeld
5. B. Willis

100cc NOVICE
1. R. Vanderpool
2. D. Etheridae
3. J. Rudolph
4. T. Verdugo
5. J. Ralph

OPEN EXPERT
1. G. Fetty Mat
2. R. Bierman Tri
3. R. Attig Tri
4. B. Cornell
5. N. Ussery Tri

250 EXPERT
1. L. Slaughter
2. W. Ramsey Gre
3. G. Batelelder
4. G. McElrath
5. N. Cobbs

250 AMATEUR
1. L. Miller
2. J. Anderson
3. B. Deutschman
4. E. Martony
5. M. Fox

POWDER PUFF
1. Carol Gooding Hod
2. Tina Peterson Bul
3. Y. Goodman

OPEN NOVICE
1. D. Mitchell Tri
2. N. Phillips Tri
3. R. Parmer Tri
4. T. Carter Jr.
5. J. Rennau

500 NOVICE
1. Dennis Hossong
2. J. Christopherson
3. R. VonDyke
4. E. Walker

250 NOVICE
1. T. Muto Gre
2. K. Renick
3. J. Bentley
4. J. Martin
5. D. Buhl

AMA SPORTSMAN HILLCLIMB
Centralia, Wash., July 30, 1967
By Larry Butterfield

100cc CLASS
1. L. Gulermouich, Chehalis, Wash. Hod
2. Clyde Paulson, Centralia, Wash Bri
3. Gerry Matson, Centralia, Wash. Kaw
4. Dennis Johnson, Centralia, W. Hon

200cc CLASS
1. B. Hartwick, Tacoma, Wash. Bul
2. Joe Zigan, Tacoma, Wash. Tri
3. Fred Stehl, Tacoma, Wash. Tri
4. Bill Parker, Olympia, Wash. Hon

250cc CLASS
1. Dave Stinson, Sumner, Wash. Hon
2. Don Shippey, Ashom, Wash. Suz
3. Russ Bjornstad, Puyallup, W. Gre
4. Fred Rhodes, Bothell, Wash. Yam

500cc CLASS
1. Del George, Tacoma, Wash. Tri
2. Dick Clouse, Tacoma, Wash. Tri
3. Larry Butterfield, Centralia, W. Tri
4. Rich Rubewser, Centralia, Wash Hon

650cc CLASS
1. Phil Register, Troutdale, Ore. H-D
2. J. Upton, Tacoma, Wash. Tri
3. Don Henning, Centralia, Wash. Tri
4. Tom Webber, Tacoma, Wash. Tri

OPEN CLASS
1. Larry Robinson, Tacoma, Wash. Tri

SANTA FE SHORT TRACK
Willow Springs, Ill.
Wed., Aug. 9, 1967

MAIN EVENT
1. Fred Nix, Milwaukee, Wisc. H-D
2. Mert Lawwill, San Fran., C. H-D
3. Roger Reiman, Kewanee, Ill. H-D
4. Gary Nixon, Baltimore, Md. H-D
5. Neil Keen, Pasadena, Calif. Bul

BELLINGHAM SHORT TRACK
Bellingham, Wash.
Sat., Aug. 5, 1967

"A" MAIN
1. Bob Budschat Duc
2. Bob Strode Duc
3. Ron Hoppe Duc
4. Mike Sterring Bul
5. Don Charlston H-D
6. Chris Hansen H-D
7. Dale Cottrell Duc
8. Butch Harwood Duc

TROPHY DASH
1. Bob Budschat Duc
2. Bill McDaniels Duc
3. Hal Welch Bul

"B" MAIN
1. Dan Holton Hon
2. Steve Holton Hon
3. Hal Welch Bul
4. Ed Flemming Duc
5. Mark Anderberg Hon

"C" MAIN
1. Mike Johnson H-D
2. Denis Day Duc
3. Rick Phipps Duc
4. Jim Harris Kaw
5. Darrel Dent H-D
6. Mike Olsen Duc
7. Jerry Peg Duc

BELLINGHAM SHORT TRACK
Bellingham, Wash.
Sat., Aug. 12, 1967

"A" MAIN
1. Bob Budschat Duc
2. Bob Strode Duc
3. Dale Cottrell Duc
4. Hal Welch Bul
5. Don Holton Hon
6. Mike Sterring Bul
7. Butch Harwood Duc

TROPHY DASH
1. Bob Budschat Duc
2. Chris Hansen H-D
3. Loren Hubbard Suz

"B" MAIN
1. Bill McDaniels Duc
2. Dick Waller Bul
3. Dayton McKinzie Duc
4. Mark Anderberg Hon
5. Mike Richardson Duc
6. Bruce Sebring Duc
7. Bill Hucksford Duc

"C" MAIN
1. Loren Hubbard Suz
2. Rick Phipps Duc
3. Harry Doryesten Suz

DORSEY SPEEDWAY
Dorsey, Md. Aug. 12, 1967

1st SEMI
1. Don Twigg Duc
2. Mike Myers H-D
3. Dick Sears Tri
4. Henry Paradis Duc
5. Bill Halweg Bul

2nd SEMI
1. Earl Myers Bul
2. Red McKeen Bul
3. Luke Zechman Bul
4. John Porter Bul
5. Joe Skelton Yam

MAIN EVENT
1. Don Twigg Duc
2. Red McKeen Bul
3. Dick Sears Tri
4. Mike Meyer H-D
5. John Porter Bul
6. Earl Myers Bul

TROPHY DASH
1. Red McKeen Bul
2. Mike Meyer H-D
3. Don Twigg Duc
4. Buddy Barnes Duc

SIMI VALLEY TT
Elsinore, Sunday
Aug. 13, 1967
By Bill Hunt

50 AM-EX.
1. S. Nichols
2. K. Lewis
3. F. McGowan
4. R. Parker
5. H. Long

100 NOVICE
1. T. Warren
2. #237
3. B. Tulek
4. B. Saunders
5. Arledge

100 AM/EX.
1. K. Lee
2. K. Lewis
3. S. Strickland
4. K. McDowell
5. S. Italiano

POWDER PUFF
1. K. Struble
2. E. Long
3. M. McIntosh
4. E. Olds
5. S. Wolfe

175 AM/EX.
1. D. Hensley
2. S. Bast
3. M. Rader
4. C. Long

200 AM/EX.
1. D. Noll
2. R. Williams Jr.
3. M. Bast

250 NOVICE
1. F. Spangler
2. J. Lindberg
3. L. Noland
4. L. Eerdoom
5. T. Warren

250 AMATEUR
1. F. Edwards
2. R. Williams Jr.
3. H. Bloom
4. T. Longwith

250 EXPERT
1. L. Taylor
2. E. Harris
3. T. Caney
4. B. King
5. R. James

350 NOV. AM/EX.
1. F. Spaulding
2. J. Kavanaugh
3. L. Hamley
4. A. Hinbelang
5. L. Southern

500 NOVICE
1. T. Lenar
2. D. Berkman
3. J. Thomason
4. C. Leslie
5. J. Garban

500 AM/EX.
1. C. Cargo
2. John Rice
3. D. Harlow
4. J.R.X.
5. D. Ogilvie

OPEN NOVICE
1. James F.
2. J. Woolwine
3. R. Miller
4. L. Garban
5. J. Slokan

OPEN AM/EX.
1. B. Noble
2. R. Bonner
3. T. Dorseb
4. C. Jay
5. C. McIntosh

SPORTSMEN M.C. SCRAMBLES
Perris, Aug. 20, 1967

250cc NOVICE MAIN
1. Jimmy Stein
2. Lo Veroom
3. Larry F. Nolen
4. Tom Kenmen
5. James Butler
6. Bob Sanders
7. Joe Hicks
8. Sam Crooks
9. Walter Hanjon
10. Hic Wessel

250cc AM. MOTO
1. Stan Rogers
2. Vincent Graves
3. Ted Longwith
4. H.D. Bloom
5. Tom Jones
6. Sam Hernandez
7. Edward McIntyre

250cc EX. MOTO
1. Keith Mashburn
2. Ronald Moore
3. Steve Stricklin
4. Jim Connolly
5. Gary Bailey
6. Ray McCarty
7. Don Harris
8. Danny Sromalla
9. Robert Tooley
10. John R.

50cc AM/EX. MAIN
1. Steven Nichols
2. Kurt Lewis
3. Tony Mason
4. Frank McDowell
5. Rick Parker
6. Hondo Vest Long
7. Gary Bevans
8. Robert Martin
9. Rick Koons

100cc NOVICE MAIN
1. Gary Scott
2. Bob Saunders
3. Tom Warren
4. Steve Lelley
5. Greg Haserot
6. Kirk Redding
7. Don Dudek
8. M. K. Cruz
9. Steve Hammer
10. Ray Nakamoto
11. Mark Kruse

100cc EXP. MOTO
1. Kirk McDowell
2. Steve Stoekulin
3. Kunt Lewis
4. Hayward Mendenhall
5. Don Alfred
6. Jim Connolly
7. Frank McDowell
7. Gary Bailey
8. Jay Lewis
9. Dave Beck
10. Renz R.C.

100cc AM. MOTO
1. Kenneth Lee
2. Phil Wood
3. David Aldana
4. Fred Edwards
5. Jim Meriscal
6. Gary Bevans

175-200 AM/EX. MOTO
1. Gary Bailey
2. Carroll F. Skov
3. Mike Radner
4. Lowell Seeds
5. John Sandborn
6. Claude V. Long
7. Jerry A. Arnold

500 NOV. MOTO
1. Gary Geyer
2. John Kennedy
3. Clarence Leslie
4. James L. Wells
5. Jerry Thomson
6. Brian Short
7. Sam Crooks

500 AM-OPEN
1. Thomas Carroll
2. Bill Moble
3. Bob Ward
4. Dwight Havlon
5. Dave Bastian
6. Ray Nichols
7. Alvin Summers

OPEN NOV. MAIN
1. Fred J. Weese
2. Nick Deligianir
3. F. Jamisan
4. Rick Carlson
5. Jim Woolwine
6. Ed Beacroft

OPEN & 500 EX. MOTO
1. Ben Fakkeldy
2. John Rice
3. Tony Denius
4. Don Ogilvie
5. Roy Janett
6. Jim Cowell

POWDER PUFF MOTO
1. Kelly Struble
2. Eulene Long
3. Sharon Wolf
4. Diane Connolly
5. Elaine G. Olds

21" AM. MOTO
1. F. L. Spaueding
2. Don Teeters
3. Lance Curtis
4. John Kavanaugh
5. Lee Hamly

TROJAN SPEEDWAY
South Gate, Aug. 15, 1967
by Mike Mason

100cc MAIN
1. Ron Taylor Yam
2. Stan Rogers Bul
3. Jimmy Raymond Hon
4. Rick Woods Hon
5. Bud Christoperson Hod
6. Tom Warren Bul
7. Craig Inglis Hon

100cc TROPHY DASH
1. Jimmy Raymond Hon
2. Tom Warren Bul
3. Ron Taylor Yam
4. Craig Inglis Hon
5. Steve Gardner Bul

250cc MAIN
1. Lee Stumpenhause Bul
2. Mike Spitzer Hon
3. Rick Woods Hon
4. Steve Anderson Bul
5. Carroll Skov Bul
6. Tom Warren Bul
7. Dick Weinbrandt Bul
8. Tom Wood Hon

250cc TROPHY DASH
1. Lee Stumpenhause Bul
2. Steve Anderson Bul
3. Dick Weinbrandt Bul
4. Mike Spitzer Hon

ASCOT HALF-MILE RESULTS
Friday, Aug. 18, 1967

EXPERT MAIN EVENT–15 Laps
1. Jim Nicholson Tri
2. Shorty Seabourne BSA
3. Dan Haaby BSA
4. Elliott Schultz R.E.
5. Chuck Jones BSA
6. Sammy Tanner BSA
7. Blackie Bruce BSA
8. Ron Kruseman BSA
9. Ralph White BSA*
10. Mel Lacher H-D*

Time: 5:54.71 *Did Not Finish

AMATEUR MAIN EVENT-10 Laps
1. Gary Waldo H-D
2. Jon Crawford BSA
3. Phil Todd BSA
4. Len Earl H-D
5. Carl Patrick Tri
6. Ron Lacher BSA
7. Ed Applegate BSA
8. Roger Goldthwaite RE*

Time: 4:01.53 *Did Not Finish

NOVICE MAIN EVENT–8 Laps
1. Alex Chinowski Hon
2. Rick Elissarranas Suz
3. Joe Hamilton Yam
4. Bill Cody H-D
5. Ken Lighthouse Yam
6. George Omo Mon
7. Dave Smith H-D
8. Cal Rader H-D
9. Chick Chicalero Yam*
10. Herb Buckridge Yam*

Time: 3:19.75 *Did Not Finish

EXPERT TROPHY DASH-3 Laps
1. Sammy Tanner BSA
2. Shorty Seabourne BSA
3. Jim Nicholson Tri
4. Mel Lacher H-D

Time: 1:11.70

AMA SPORTSMAN ROAD RACE
Carlsbad Raceway, 8–19–67

200cc & Under

CLASS I
E. Andrews Ossa
P. Wilde Yam
T. Nicosia Suz

CLASS II
R. Pierce Hod
R. Galindo ----
S. Gearhardt Yam

CLASS III
Bob King ----

CLASS IV
L. Pruett Yam
D. Allee Hon
D. Damron Suz

Production
CLASS I
D. Greville Yam
Wm. Marchant ------

CLASS II
R. Pierce Yam
R. Beader Suz

CLASS III
K. Hummer H-D

CLASS IV
B. Provisor Bul
J. Damron Suz
V. Campbell ----
M. Pierce NSU

CLASS V
R. Durkee Suz
M. Morse Suz
G. Smith Suz

250cc CLASS
R. Pierce Yam
A. Baumann Kaw
J. Deehan Yam
A. Lascoutx Yam
S. McLaughlin Kaw
D. Smith Yam

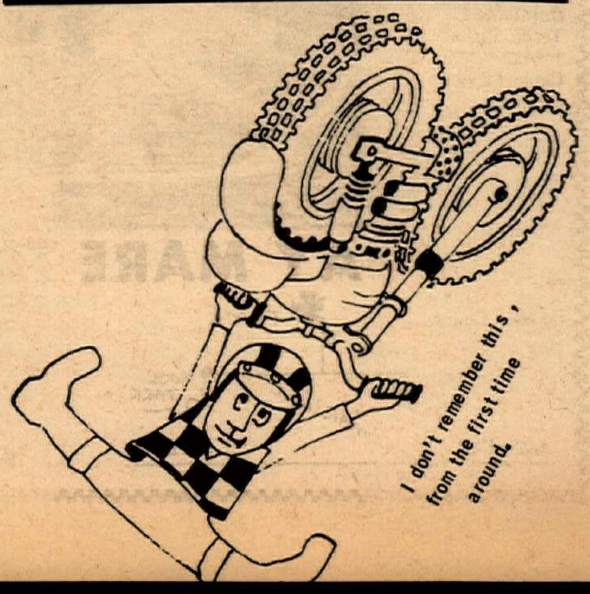
OPEN CLASS
CLASS VI
R. Bender Hon
P. Bosarge Hon
R. Durkee Hon

CLASS VII
D. Welsh BSA
C. Litch Hon

CLASS VIII
B. Bailey Tri
H. Utsey Tri
J. Winter H-D
J. Kojack Tri

NEW BONNEVILLE RECORDS
Salt Flats, Utah 8–22–67

Don Vesco - Class AA/100 - Mota Beta - 82.315 mph
Robert Mauriallo - Class CA/1200 - H-D - 141.273 mph
Sullivan & Vaughan - Class CC/100 - Kaw - 76.909 mph
Truman Williamson - Class PSA/250 - Duc - 96.146 mph
Bob Vaughan - Class CA/175 - Kaw ; 89.361 mph
Warner Reiley - Class CA/3000 - H-D - 149.544 mph
Bob Vaughan - Class PSA/175 - Kaw - 90.623 mph
Warner Reiley - Class PSA/3000 - H-D - 153.452 mph
Don Blessing - Class PSC/250 - Suz - 122.594 mph
Thomas Kuntze - Class PSA/100 - Kaw - 73.251 mph

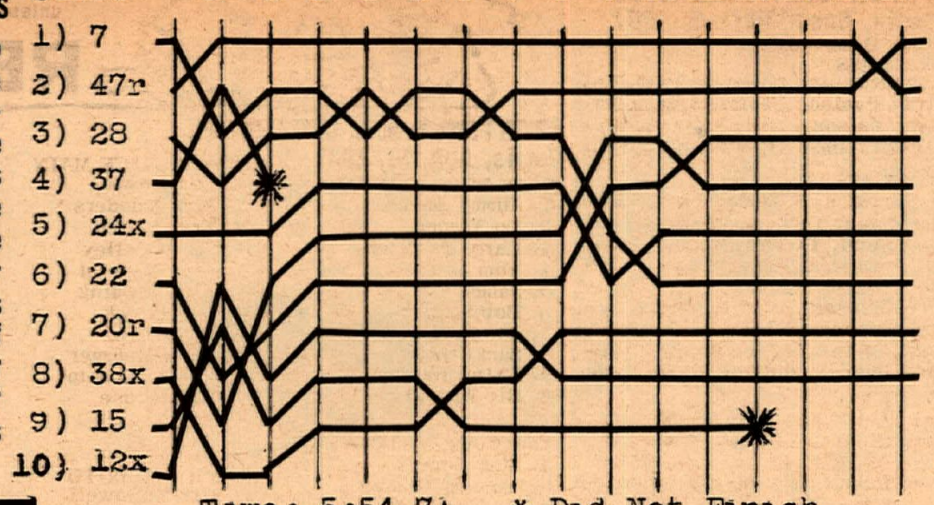


ATTENTION CLUBS – CORRESPONDENTS

When copying results to send to Cycle News please include names, brands and riding numbers of at least the first three winners in each class. Space is sometimes limited and complete results will get first preference for publication. Deadline for Cycle News to receive results is Tuesday a.m. of the week of issue. Results received later than Tuesday will be held over until the following week. Thanks for your attention.

15-LAP ASCOT EXPERT MAIN EVENT

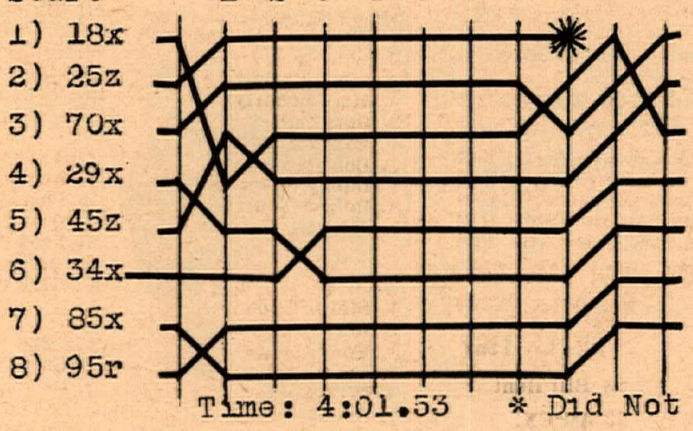
LAP CHARTS by Carol Sims



Time: 5:54.71 * Did Not Finish

Finish			
1)	28	Jim Nicholson	(Tri)
2)	47r	Shorty Seabourne	(BSA)
3)	22	Dan Haaby	(BSA)
4)	20r	Elliott Schultz	(Enf)
5)	24x	Chuck Jones	(BSA)
6)	7	Sammy Tanner	(BSA)
7)	38x	Blackie Bruce	(BSA)
8)	12x	Ron Kruseman	(BSA)
9)	15	Ralph White *	(BSA)
10)	37	Mel Lacher *	(H-D)

10-LAP AMATEUR ASCOT MAIN



Time: 4:01.53 * Did Not Finish

Finish			
1)	70x	Gary Waldo	(H-D)
2)	45z	Jan Crawford	(BSA)
3)	18x	Phil Todd	(BSA)
4)	34x	Len Earl	(H-D)
5)	29x	Carl Patrick	(Tri)
6)	95r	Ron Lacher	(BSA)
7)	85x	Ed Applegate	(BSA)
8)	25z	Roger Goldthwaite *	(Enf)

NATIONAL POINT STANDINGS (as of August 13, 1967)

1.	Gary Nixon, Baltimore, Md.	355
2.	Mert Lawwill, San F., Calif.	334
3.	Geo. Roeder, Monroville, O.	290
4.	Fred Nix, Milwaukee, Wisc.	266
5.	Dick Hammer, Lakewd, Cal.	238
6.	Chris Draayer, S.L.C., Utah	222
7.	Dick Mann, Schenectady, NY	214
8.	Calvin Rayborn, S.D., Cal.	189
9.	Buddy Elmore, El Paso, Tex	173
10.	Bart Markel, Flint, Mich.	129
11.	Roger Reiman, Kewanee, Ill	112
12.	Ed Mulder, Burbank, Calif.	98
	Dave Palmer, S.Monica, Cal	98
13.	Skip VanLeeuwen, SO, Cal	81
14.	Warren Flickinger, Denvr, C	72
15.	Russell Coppage, Burbnk, C	64
16.	Wayne Cook, Richmnd, Va.	61
17.	Larry Palmgren, Freehld, NJ	57
18.	Dick Newell, E.Monte, Cal	56
19.	Geo. Montgomery, Blnbg, Md	53
20.	Gene Romero, SLOspo, Cal.	52

HI-JINX JACK-ASS ENDURO RELAY
Riverside, Calif., Aug. 13, 1967

By Joe Timmons

*1. Bud Denslow & Bill O'Neill
*2. C.L. (Crash Landing) Mackie and Fred Mendez
*3. Tom Walton & Danne DeWitt
*4. Don Tennis & Keith Tennis
*5. Bill Williams & Ron Bechard
6. Wordy Welborn & Henry Butler
7. Ed and Eddie Tanori
8. Jack Leach & Dough Leach
9. Red Thomas & Sheila Thomas
10. Larry Welborn & Steve Paul
11. Bruce Carver & Tony Altmeyer
12. Ray Carvajal & Rod Sellers
13. Cobb Kaloek & Tom Burroughs
14. Ron Hester & Gene Hester

* Denotes Trophy Winners

CYCLE-LAND SPEEDWAY
Chico, Calif. Sat., Aug. 12, 1967

By Carolyn Richards

100cc CLASS
1. Tom Von Seggren — Hon
2. Francis Ladara — Hon
3. Tom Bruckenstein — Hod

200cc CLASS
1. Mike Ellis — Yam
2. Tom Jones — Bul
3. Harvey Crews — Bul

250cc CLASS
1. Carl Cranke — Tri
2. Ray Vatne — H-D
3. Joe Henry — Suz

SCRATCH DASH
1. Joe Allen 100cc — MB
Mike Rockwell 200cc — Hon
Carl Cranke 250cc — Tri

CANYON CREST ENGLISH TRIALS Aug. 6, 1967

By Rich Eaton

MASTER
Jim Wilson — Tri
Bob Grove — Gre
Jack Ward — Tri

EXPERT
Sig Erson — Gre
Lloyd Lingelbach — Gre
Gary Conrad — Gre

AM. ULT. LIGHT
1. Lee Rombeau — Hod
2. Geoff Hammond (tie) — Hon
2. Bob Brookhart (tie) — Hod
3. Dexter Kinnaird — Hod

AM. LT.
1. Chet Kohler — Tri
2. Warmer Mobley (tie) — Bul
2. John Walters (tie) — Hon
3. Roy Sheridan — Tri

AMATEUR WOMEN
1. Jacqueline Mobley — Bul
2. Carrol Stone — Gre
3. Carol Thornton — Hod

BAY MARE TT SCRAMBLES
Sun. Aug. 20, 1967

100cc NOVICE MOTO
1. Lynn Davis — Hon
2. Rich Toberoff — Hon
3. Bob Hardison — Hod
4. Ron Typer — Hon

100cc AM./EXP. MOTO
1. Linus Beall — Bri
2. Jim Northern — Hon
3. Marty Endiss — Hon
4. Mitchell McLain — Yam

250cc NOVICE MAIN
1. Jim O'Neal — Bul
2. Dave Stroman — Bul
3. Marty Endiss — Hon
4. Tony Capistrano — Bul

250cc AM/EXP.
1. G.D. Sowell — Bul
2. Larry Shoemaker — Bul
3. Mitchell McLain — Bul
4. Jack Sissler — Bul

500cc MOTO
1. Rich Wunder — Hon
2. Dennis Firestone — Tri
3. Gordon Alexander — BSA
4. Jim Hendricks — Hon

650cc OPEN MOTO
1. Jim Bassey — H-D
2. Buddy Carter — Tri
3. Larry Shoemaker — Tri
4. D.R. Burch — Tri

SOUTH GATE TT RESULTS
Thurs., Aug. 17, 1967

By Maureen Lee

100cc MAIN EVENT
1. Jimmy Raymond — Hon
2. Eric Jensen — Hod
3. Don Dudek — Hon
4. Gary Bailey — Hod
5. Tom Warren — Hod
6. Dale Hopkins — Yam
7. Al Baker — Yam
8. Don Eide — Hod
9. Ed Strand — Hod

250cc MAIN EVENT
1. Lee Stumpenhaus — Bul
2. Gary Bailey — Gre
3. Keith Mashburn — Bul
4. Steve Anderson — Bul
5. Don Dudek — Bul
6. Tom Warren — Bul
7. Mike Tillman — Bul
8. Bill Arter — Bul
9. Bill Fulton — Hon

POWDER PUFF MAIN EVENT
1. Eulene Long — Hon
2. Kelly Struble — Hod
3. Elaine Olds — Yam
4. Maureen Lee — Hod
5. Peggie Scott — Suz
6. Tommie George — Yam

TROPHY DASHES
100cc
1. Eric Jensen — Hod
250cc
1. Lee Stumpenhaus — Bul

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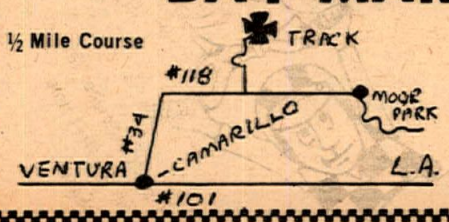

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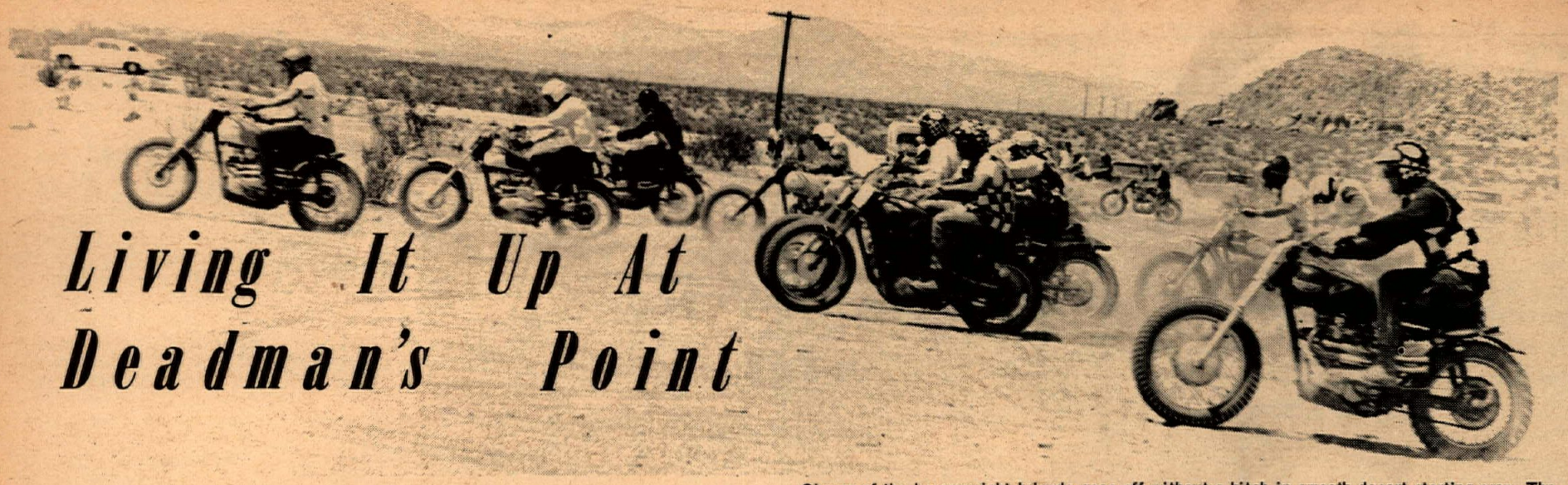


Living It Up At Deadman's Point

Charge of the heavyweight brigade goes off without a hitch in smooth desert starting area. The rough stuff comes later.

Photos by Jeff Wright, story by Dick Wright

Two desert aces, J.N. Roberts on his Husky, and Jack Morgan on his Hodaka, continue to dominate their classes in California desert events. Roberts had to fight back from eighth spot in an all-out effort to take the win at Deadman's Point on August 20.

The Desert Challengers course was 2½ miles long, starting with a straight shot in fourth gear through open desert for about a half-mile, then a left turn into fast, dusty terrain. After a right turn and two more lefts, we hit the most interesting part, which wound through a rocky section, and an old miner's town watched over by a haunted house. From there, it went out over two wild, four-foot-deep ditches that the fast riders cleared entirely.

The day's racing was underway right on time, at 8 a.m., with 98 Novice Trail Bikes (they are now separated at European Scrambles). Lloyd Taylor, on a Hodaka, took the lead at the start, and built up a big margin in fine style to come in for the win.

The Expert and Amateur Trail Bikes were up next. Jack Morgan, #1, put on a good show for the spectators and took the win in his usually consistent form. Big Frank Wheeler pulled in second on a Hodaka, with Wes Anderson Jr., (also Hodaka), third.

Malcolm's Acrobatics

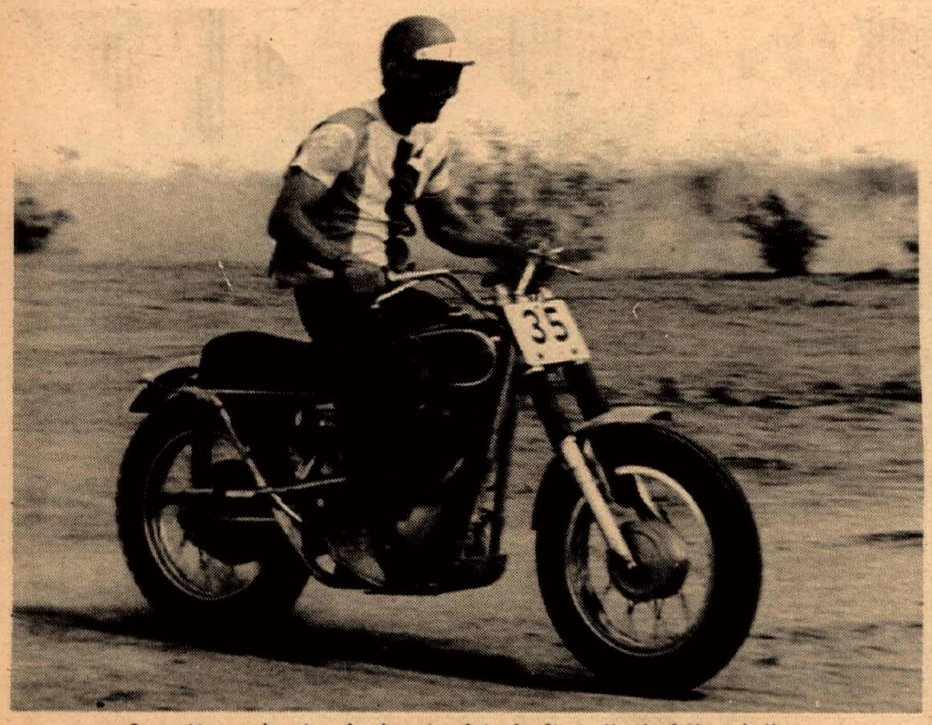
By this time it was getting a little warm out there, and it was going to be a matter of who could go full bore for the hour without tiring. Also, the pounding that the bikes were given on this rough, fast course was beginning to take its toll.

In the 250 Novice race Tom Poleet (Bultaco), was really able to do the job on the rest of the Novices. I think his age (17) helped him to maintain his fast pace.

The 250 Experts and Amateurs were combined. Malcolm Smith (Husky) took the lead in his fine feet-up European style. He was really moving out, showing all the other riders how to handle the rough ditch jumps. While lapping another rider in the dirt, Smith did a big hand-stand and hit a bush he hadn't seen because of the dust. After that, he decided to hang it up for the day. He's leaving for Europe in three weeks with Bud Ekins, John Steen, and three other riders for the International Six Days Trial.

Lovely Loretta Marsik likes motorcycles ("I just love Triumphs," she says) and motorcycle riders. We think she's a winner!

Big Mike Patrick rides out of Baldwin Park Cycle... It says so on his chest!



Currently number two in desert points is Steve Hurd of Montebello, Calif., who rides like the mythical "jackalope."

Lightweights Desert Charge

Bob Belt, who had moved up from fifth place to second, now took over the lead on a Greeves. Second spot was changing hands fast, a couple of contenders going out with mechanical troubles. Dan Kline, also on a Greeves, rode one of his better races to move up from seventh place to second by the time the yellow lap flag came out. Al Vanderpool took third.

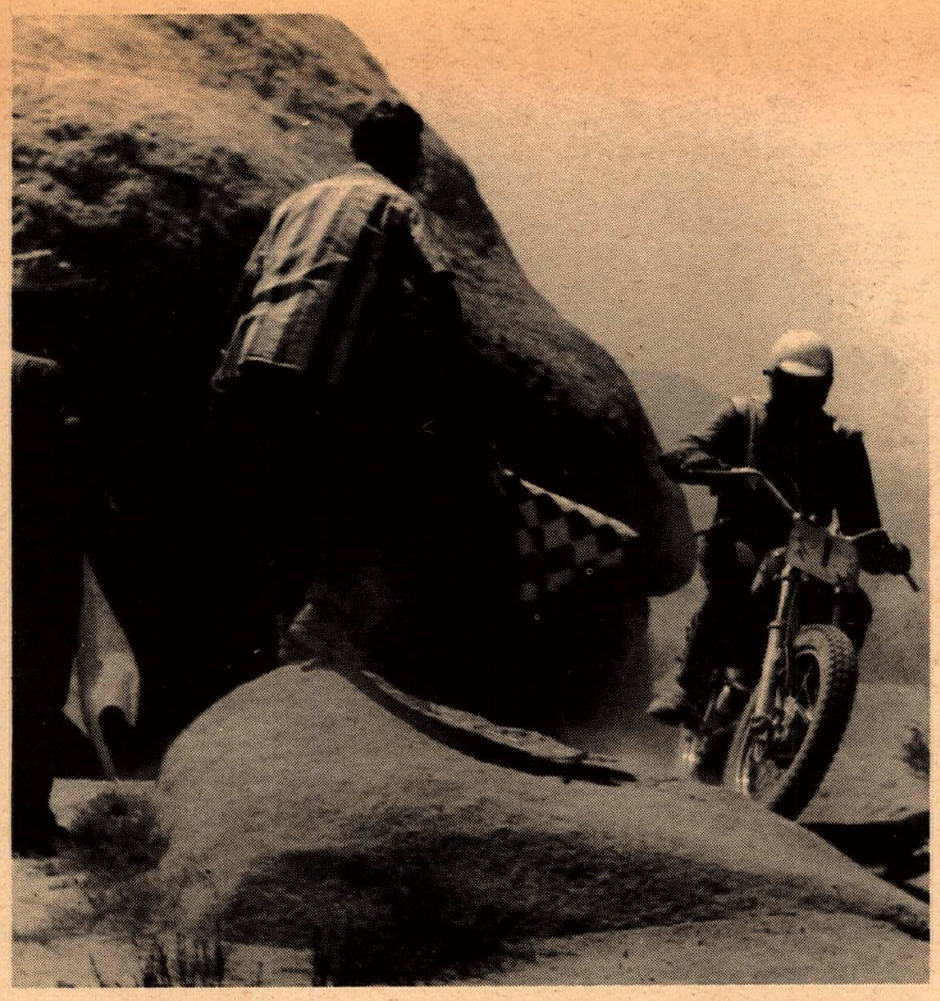
The Open Novice race turned out to be a real hot duel between two young chargers. Triumph-mounted Jim Dorman was in the lead and looked like a winner, but he may have thought he had it in the bag, and seemed to cool it. Craig Shephard, also on a Triumph, set his sights on Dorman and passed him on the third lap, holding the lead for the next five circuits. On the last time around, Dorman got a second wind and really moved up on Shephard's rear wheel. They diced the entire last lap not more than ten feet apart. Coming into the last turn before the finish, Shephard had the inside, and they went bar to bar up to the two-foot-wide finish area next to the haunted house and the rocks. Shephard was able to stay on the trail to take the win, and Dorman went up the rocks to bounce in for second.

Race Of The Day

The Open Amateur was another exciting race. David Baker (Triumph) took the lead and was going real good until his throttle stuck wide-open and he had to pull into the pits. At this point, Jeff Foster took over the lead with John Coots controlling second. Both rode Triumphs. Coots was able to move up on the yellow flag lap, and they were wheel-to-wheel, but Foster pulled away in the tight, rocky turns section to come in for the win. Young John Thomas, on his second ride as an Amateur, worked his way up to take third.

The race of the day turned out to be the Combined Open and 500cc Experts. John Gaetz took a commanding lead, and by the third lap he was really inspired. But as luck would have it, his Triumph got a flat rear tire and he had to pull in. Mike Patrick now led the pack on a big Norton twin, and was really moving out. Jack Byers was holding his own in second spot.

(Continued on page 19)



Bob Belt, Greeves-mounted, led the lightweights home at Desert Challengers bash.

By this time, J.N. Roberts had the course figured and started moving from eighth to third, passing Byers on the seventh lap with six laps to go. Patrick was giving it all he had, but it looked like he was beginning to tire. Roberts was letting out all stops and lapping riders right where he found them — whether it was in a ditch or between rocks — and he was gaining about 10 seconds a lap. He passed Patrick and at the same time Patrick slowed and had to pull in. Roberts blasted in for the win, still looking fresh, and Jack Byers took second overall and first Open Expert. James Martino, on a BSA single, took third.

After the races, I talked to our hosts, Mike and Lucille Dressler (Mike is 71 years old), the owners of the miner's town, first class dance hall, and bar. They said "This was the nicest group of people we've had out here." Mike treated us real well, with two different bands, and mentioned that he would like to sell the place and a big hunk of the acreage. This might be a nice deal for some fun-loving motorcycle club ... eh, fellas?

(Results on page 16)

CYCLE PROFILES

D. W. Sprayberry

MEET THE RACERS

By W.M. Askins

It takes all kinds of people, and a wide variety of skills, to keep the world of motorcycling whirring.

Not everyone can be a speed demon on the roads and tracks, as R.L. Sprayberry of Bakersfield, Calif. decided.

"I became interested in cycling about five years ago," he said, "with a very small bike. Almost before I realized it I had a 900cc machine. I quickly learned through trial and error that being a road rider was not for me. Since I wanted to stay with cycles, I decided to take up scrambles races. I was too old to race myself, I decided, but I did recognize the tremendous enjoyment I experienced in tuning a 100cc and under. This was for me.

"I feel that it takes a lot more time and effort to tune a small bike because of the cubic inches. Truthfully, I am in this sport for the self-satisfaction, accomplishment, and fun.

Seven Straight

"We were very lucky on our first seven races. I often look back and wonder how we won seven straight. Everyone at the track seemed to be laughing at us. We were the greenhorn rider and the greenhorn tuner. But, the explanation must be in Richard Newby, one of the finest young riders I have ever known. One of the dealers offered to sponsor him and Dick has been riding for him ever since.

"After giving up my rider, I decided to allow my 10-year old son to start in the 50cc novice class. I really feel that his participation in cycling has made a better person and sportsman out of him. He has done fairly well for his age in competition. Thus far, he has won nineteen 1st places, two 2nd places, and one 3rd place in trophies. But, the greatest reward, at least to me, has been that cycle competition has brought my son and me into a close and cooperative relationship.

"Right now my main concern for cycling is to work for more and tighter rules for the safety of racing, and more professional handling of these events. I do feel that there should be a complete revision of all A.M.A. rules and would like to see that such rules are strictly enforced.

"I expect that my son, D.W., will go into road racing. I expect that this is going to expand and grow in the U.S. in the year ahead because the scrambles tracks are getting so many riders and are so crowded — which is not the way in road racing."

R.L. Sprayberry as the tuner and his son D.W. look ahead with keen pleasure to many years of activity in cycling and probably in road races, which the father shunned.

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2,200 MILES ON 2 WHEELS IN TWO WEEKS

PART IV

by Robert O. Fee

After passing Melones (named for the melon-shaped gold nuggets found here), the road descends into the picturesque gorge of Stanislaus River, with spectacular views of the river on the way down. On the other side the road quickly climbs the precipitous slopes of the gorge and within 10 minutes we were passing through Carson Hill. It was here in November of 1854 that the biggest nugget found in the U.S. was unearthed. Weighing out at 195 pounds it was valued at $43,534.

A "Real" Angel

Another three miles and we stopped at Angels Camp for breakfast. George Angel discovered gold here which accounts for the name. Mark Twain, however, made the town famous and a statue honoring him is located in the town park.

Well fed and coffee'd up, we left Angels Camp and passed through a fairly level section of country devoted to cattle and sheep ranching through San Andreas, the county seat of Calaveras County.

Six miles north, we wound our way through some very scenic gulches and densely forested canyons near the town of Chili Gulch. Crossing a ridge at Mokelumne Hill which once boasted a population of 12,000, we dropped down the narrow winding road into the gorge of the Mokelumne River, crossed the stream and gradually ascended into the town of Jackson.

I turned the Harley west on State Route 88 to Pineville and then north a mile or two into the town of Volcano, named for the resemblance of the deep crater-like depression in which the town rests. In the early days, Volcano had a population of over 5000 and was quite famous for its dance halls and saloons. The town now might harbor 20 people. The old Sibley's Brewery, erected in 1857, is the only one left of the three that supplied the miners with their booze. The St. George Hotel built in 1863 is still in use.

In the center of town, the Old Abe Cannon still stands. Forged in Boston in 1837, it was shipped around the horn to San Francisco and brought to Volcano by wagon. It's the earliest dated six-pounder in the U.S. and settled the Civil War for Volcano's partisan residents without firing a shot. This sleepy hamlet is crammed with historical landmarks and Fay and I spent the better part of an hour moseying around and having a cup of tea at the restaurant.

We followed Sutter Creek back to the town of Sutter Creek and headed north again. Amador City and Drytown fell behind and we passed through Plymouth in the proverbial blink of an eye. This village at one time had an unfortunate incident with motorcycle outlaws and has since retailiated with a city ordinance forbidding more than three motorcycles in or riding through the town at once. The truth is the hamlet wouldn't hold many more than three.

Placerville, established in 1848 was our lunch stop. We ate at the Blue Bell Cafe, just up Main Street from the old hanging tree that is now built into one of the buildings. This old time town is located along the Transcontinental Route 50. It was a stopping place for the overland mail and the Pony Express. The overland telegraph also passed through here.

Many famous men started out in Placerville; John Studebaker manufactured wheelbarrows for the miners long before he started on automobiles. Mark Hopkins of railroad fame operated a grocery and Philip D. Armour started in Placerville as a butcher.

After replacing some broken saddlebag bolts, we rode north and followed a high ridge overlooking the beautiful gorge of the American River into Coloma. Orchards were on every side of us, the main crop being pears.

Where It All Started

Coloma was established at the site of Sutter's Sawmill where on January 24, 1848, James Marshal discovered the gold that started the great migration to California and altered the course of history of the entire Pacific Coast.

We parked the Harley and walked along the bank of the river where the sawmill once stood. All that is left now is a stone pillar about 20 feet offshore. Marshal's cabin nearby has been restored and is open to the public.

Back on the road, we proceeded, twisting and turning through a very prosperous ranching area and then dropped via several sharp switchbacks into the gorge of the American River, across the river, through Auburn and into Grass Valley.

This community was named in 1849 for the rich green valley in which it lies. We paused for a couple of hours and had tea, then rode on toward Nevada City.

Mist had been spitting on us off and on all day, but I was starting to get concerned over the black menacing clouds to the east over Truckee way. Spying a Highway Patrol Station on the outskirts of Grass Valley, we pulled in and sought information on the weather ahead. The desk sergeant told us that it was not only raining up there, but that high water covered several roads and a couple of bridges were out. Not wanting to sleep in the rain, we decided to take a room at the next town.

Relics of the Past

Nevada City is truly a story-book town of quaint and picturesque old relics depicting its interesting and historic past. John Marshall was the first white man to pan gold here on Deer Creek in 1848. By 1850, there were more than 10,000 miners working within a 3 mile radius of where Marshall made his discovery. It was not uncommon for them to take out a quart of dust a day worth about $6,000. The assay office is said to have assayed over 27 million dollars in gold. It is well over a hundred years old and is still in use as an assay office.

The city is built in Deer Creek Canyon with many houses clinging to the steep slopes. The main street from the National Hotel to the old Firehouse #1 retains most of the atmosphere of the early gold rush days including a very steep incline. Our trusty Harley, overloaded as it was, never faltered or missed on this or any other grade it encountered.

7th Day Tuesday 232 miles

We took our leave of the Mother Lode route when we turned west on State Route 20 toward Truckee. After breakfast near Soda Springs, I picked up Highway 40 and pulled off at the Donner Memorial State Park.

This park commenorates what must be the goriest event of pioneer days, when the Donner Party became stranded without food in the winter of 1846 and had to resort to cannabalism. Looking at the beautiful surroundings, it is hard to realize that during the winter, the snow gets so deep here that even our modern day equipment can't keep it cleared.

We got a quick look at the memorial statue before a shower persuaded us that the museum would be more interesting and much drier. It was wet but quick and we were soon on our way.

At Truckee we turned north on State Route 89 to Sierraville. From the two-lane road we could see many dead trees remaining from the tremendous fires of 1960 and '61. Thousands of acres of fine pine timber were destroyed in the infamous "Truckee Burn."

Sierraville, a general store, post office and cafe, lies in a beautiful green valley where cattle and hog raising predominate. The pastoral silence is shattered every 3 to 5 minutes by giant lumber trucks as they blast their way to the Truckee saw mills carrying one or two monstrous logs.

Rough Going

Just north of Sattley we encountered extremely rough going in some road construction. Chuckholes a foot in diameter were not uncommon and a few looked capable of swallowing the Harley and us too. Covering all this was an abundance of old gumbo mud, sometimes three inches deep, as slick and sloppy as a hog wallow.

I down-shifted to low and held our speed between 8 and 10 miles an hour. Below 5 mph our ungainly luggage box utterly destroyed all of the stability built in the big twin. There was no problem on the level and going uphill, but it was a weird feeling coming down the grades faster than the wheels were turning. Something like a slow motion toboggan. Workmen along the edge of the road stared as we passed, probably expecting us to take a sprawling beauty treatment at any moment.

Five miles in low gear and the slop hadn't gotten above the foot boards. Fifty feet away from solid road and we were home free — or so I thought — until a great big Olds came barreling toward us. When he hit the mud, all we could see was a solid wall of goop which wound up all over us and the Harley. We cleaned up at the next service station, but it took 3 weeks to get it all off the machine.

Our lunch in Quincy consisted of swiss cheese and salami. It was still drizzling when we pulled out and aimed for Lassen National Park. North of Quincy, the road twisted through the Grizzly Mountains and often paralleled the railroad tracks. At one point we had a very good but fleeting look at a "Y" junction of the rails built on a 100-foot high trestle.

(Continued Next Week)

CANYON CREST TRIALS

Photo & Story by Rich Eaton

Members of the Southern California Trials Assn. gathered Sunday, August 6, at the Canyon Crest area near Riverside for an English Trials highlighted by a dry heat that sapped the strength of the riders.

Scotsman Jack Ward, on the rocks.

The traps were spread about in the hills and gullies giving the contestants a chance to stir up a little breeze while cowtrailing between sections. Unfortunately, the springs in the area are nearly dried up at this time of year, the only relief from the heat being found in the shade of the sycamore groves that dot the area.

In spite of the heat most of the riders considered this a fine Trials because of the challenging traps. Both amateur and veteran found the sections demanded a great amount of skill. A trap which is more diffi- than the usual causes the rider to return to it each time with a desire to try to find the perfect line through it, or the precise combination of throttle, brake, clutch and body lean that produces a clean ride.

They Wanted More

Even after the event, many riders tried over and over to find that perfect combination. This kind of practice on an actual Trials course is the most beneficial way for a rider to increase his skill. In future Trials he will encounter similar traps and will be able to analyze the trap before he rides through it, thus shaving points from his score.

The sections of this meet consisted of a variety of different surfaces. The area featured rounded, house-sized, granite boulders cropping out of the sandy ground. Riders found themselves climbing these seemingly impossible obstacles, turning about on them and descending from them.

Variety Of Terrain

On another portion of the course an excellent trap was set up in a sycamore grove. It began with a sandy downhill, worked into a series of switchbacks through the foliage, then hopped a fallen tree trunk and went through a particularly tricky patch of spongy leaf mulch that caught many riders searching for wheel grip.

True to form, young Jim Wilson, 200cc Triumph Cub, turned in an amazing performance by dropping only 3 points.

Glossary of Trials — Clean: A term used to describe the act riding an entire section without losing any points.

(See Results on page 16)

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Perris, Calif. Aug. 19, 1967
Powder Puff Class
1st KELLY STRUBLE HODAKA

Trojan TT
South Gate, Calif. Aug. 17, 1967
100cc Trophy Dash
1st ERIC JENSEN HODAKA

Desert Challengers
European Scramblers
Calif., Aug. 19, 1967
100cc Trail Class
1st JACK MORGAN HODAKA

SCTA English Trials
Canyon Crest, Calif.
Aug. 6, 1967
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NEWS FROM BACK EAST

Story & Photo by Judy McKeen

Due to no rain August 12, we got to run another short track at Dorsey Speedway. It's getting to be a weekly contest between the weather man and the racers. There weren't as many Experts as usual, due to the fact that most of them have headed for the midwest racing circuit. We will also be heading for the Short Track National, then catch some of the midwest race tracks for a few weeks.

The Trophy Dash Saturday night was a mixture of Novice, Amateur, and Expert. Red McKeen on a Bultaco won with a straightaway lead.

Trophy Dash lineup at Dorsey Speedway – (L to R) Buddy Barnes, Mike Myers, Earl Myers, Eddie Adkins, Red McKeen, Don Twigg.

Don Twigg on a Ducati and Mike Meyers aboard a Harley Sprint battled it out for second place. Meyers crossed the finish line about a wheel ahead of Twigg, for second place honors.

Sears Sizzles

The first Semi was won by Don Twigg, but the surprise of the night was Dick Sears on a Triumph. Dick rode faster and better then he has ever ridden before. He says he wants to make his old boss Jim Hunter proud of him, and let him stay here on the east coast. Dick got a third place behind Mike Myers. Another rider, Henry Paradis, who rode his first professional race in two years, did a beautiful job of taking fourth place.

In the second Semi Red McKeen and Earl Myers, both riding Bultacos, jumped out in the lead. Those two put on a really great race. There wasn't a wheel's distance between the two of them at any time during the entire ten laps. Everyone thought it was going to be a dead heat but Earl crossed the finish line a fraction of a wheel ahead of McKeen. Third place was Luke Zechman and fourth John Porter. Both riders were aboard Bultacos. These Novices are doing a good job of making the Main weekly along with the Experts.

In the main, when the flag was dropped, Don Twigg jumped into the lead. Dick Sears did a wheelie across the track in front on Mike Myers, Earl Myers and Red McKeen. All three had to shut off until Sears got straightened around. McKeen was last into the corner, but picked his way through the pack until he came up on Dick Sears who was in second. Sears gave him a fit but he finally got by him and started for Twigg. There just weren't enough laps in the race for McKeen, who took second place with Sears in for third. There are only four more races this season here at Dorsey and we hope to make a couple of them when we come back from the midwest.

(Results on page 16)

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ATTENTION: CYCLE NEWS CONTRIBUTORS

We do not have the addresses of the contributors listed here. If you will contact us we will send you a check for your published work. CYCLE NEWS, P.O. Box 498, Long Beach, California (213) 423-0431.
Don Abrahamson, Susan Clark, Roger Evans, Dutch Fielder, Harry Lawrie, Pat Rogers, Jane Williams.

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1966 BSA MARK II Spitfire 1,000 miles—candy orange, other custom work, must sell $1095. Ph: 923-5468 or 923-8525. Ask for Lyle.

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